

October 2024

Volume 20, Issue 5

Port Tacks

The Finger Lakes Yacht Club, Village Marina, Watkins Glen, NY

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Please send any comments, questions, or corrections to:
editor@flyc.us

Don't we see the pictures of early flying machines on the ice of Keuka Lake, which is the same water they sailed on the other half of the year? It was probably all the same people doing it, ice or water.

Anyway, one of the most repeated questions on the schooner, is how do you get this boat to sail against the wind? This always leads to the aforementioned information that airplanes and sailboats have a lot in common, functionally at least. The wind does not just blow the boat around. The highly skilled captain of his vessel orients his sails properly into the ever-changing wind at an appropriate angle so as to create the pressure change necessary to pull the boat in the direction the captain desires. (Hopefully.)

On another topic: Let's talk about haul outs. All of our highly skilled marina Captains are beginning to call for a haul out date and time. They're calling Terry at 607-742-5100, which is fine. Keeping in mind we have more than 70 boats to take out, calling to schedule soon is a great idea as all boats need to be out by October 31st. We can only do 3 or 4 boats a day at most, so hauling 20 boats the last two days won't work, if you get my "set and drift." We must do it in the mornings to be free of parking area congestion when "Lucky Hare" restaurant opens up. We do it everyday we can as long as the north wind isn't howling. The storage yard is being reconfigured so boat placement cannot be assumed to be "where it always was". However, as always, we will try to accommodate everyone as best we can. Thank you in advance for your understanding!

On a final note, we are in the planning stage of having our "FLYC" annual meal and meeting at the "Lucky Hare" restaurant. Stand by for confirmation and details in the near future. Over and out!

-Terry

Commodore's Comments

by Terry Stewart

SV True Love

I'm fairly excited. This could be my final "essay", so to speak, as the current Commodore. I'm going to print out all my previous "comments" and review them for the possibility any one of them had a tiny bit of entertaining value. Or, could they all be "word salads" – which is the new phrase for describing some political oration.



Why boats? Why sailboats? I wonder. Is it the keels or is it the shape of the sails? Is it the quietness, or the noise. Is it aerodynamics itself? Airplanes fly with the horizontal air foil, wings. Sailboats sail with the vertical air foil, sails. Could the airplane be a result of a sailing guy realizing if we put properly shaped sticks out the sides of this motorized bicycle, maybe we'll go up? Wasn't this all going on in Hammondsport a while back?

Vice Commodore's Comments

by John Chesbrough

SV Plein Air

Cruising New England



The last half of August and into September I was lucky enough to be sailing in southern New England with my old friends. Originally planned as a trip with a sailing club to Nova Scotia and

Newfoundland, we decided to sail the Southern New England coast due to storm predictions for the North Atlantic. We were blessed with beautiful weather and only one rainy day.

Every summer this couple lives aboard *SV Elation*, their 2005, 42-foot, Cabo Rico sloop/cutter. We met at the Coast Guard Auxiliary facility in Fairhaven, MA, which is across the Acushnet River from New Bedford. The harbor is protected from the sea by a stone and rock hurricane wall with a gated opening in the middle for all traffic.

The southwest corner of the harbor holds the staging ground for the wind farm project currently being assembled off Martha's Vineyard. When the winds and waves are calm enough a barge carrying the main parts for one wind tower might be seen going out under the guidance of several tugboats. The tower pieces, two of them, are carried vertically. The turbine blades are laid in a three tiered cradle. It's an impressive sight. Earlier this summer one blade on a tower broke and shattered, dropping dozens of jagged pieces of fiberglass into the sea to pose hazards to boaters and to wash up on shore. Several beaches had to be closed. An unfortunate hazard of pioneering green energy, the investigation continues.

Our trip was planned daily rather than forethought well ahead. We followed the wind. We used anchorages at Newport's Third Beach, Block Island's Salt Pond (twice), Stonington, CT, and Mystic, CT. We had a paid mooring in Sag Harbor (alot) where we visited an old friend who has lived

Port Tacks

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there for 45-plus years building homes for 1%-ers. On departing Sag Harbor we raised sail in defiance of the abundant large motor yachts, described as looking like a fancy sneaker.

Nearby is Shelter Island, home of the famous Shelter Island motor boats. I must admit they are quite handsome. Billy Joel ordered one a few years ago and is well pleased with his boat.

Another paid mooring was at Cuttyhunk, one of the Elizabeth Islands off of Woods Hole, whose highlight was a raw-bar boat selling fresh seafood. We got oysters which they shucked right then and there. Cuttyhunk suffers from over tourism, the winter population is about twenty people. We also moored off of Westport, MA. Every anchorage we visited had many well cared for older and antique sailboats.

Motoring up the Mystic River, to anchor right off the museum, is a one mile meandering course through seaport towns, two bridges and traditional New England historical scenery. If you have never visited the Mystic Seaport Museum it is well worth it. Going on a weekday would be advisable. The museum contains a functioning boat restoration shop with an apprenticeship program.

Two large wooden boats were being worked on, one for bottom work and the other a full restoration. It must have been abandoned at a pier somewhere until funding was secured. The lumber yard was amazing. It's not often that you see a large variety of long, thick and wide planks collecting dust on the racks. The wood working machinery was also awesome, behemoth cast iron machines originally steam powered.

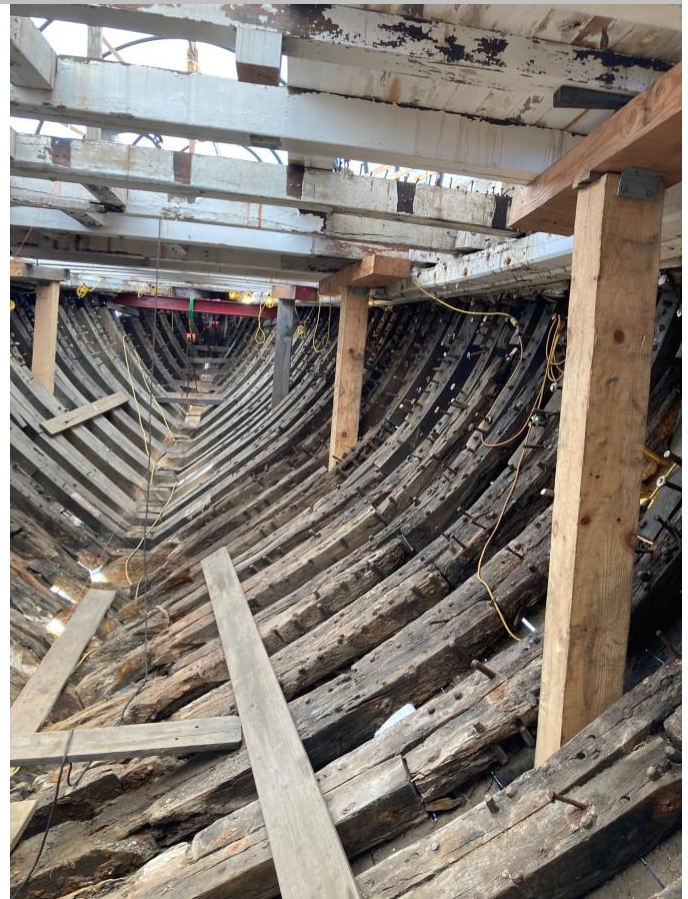


Figure 1: Mystic Seaport boat restoration.



Figure 2: Mystic Seaport boat support system penetrating the boat.

The museum is made up of many separate buildings, most of them original structures, loaded with canoes and small boats, or the rope splicing machinery which is naturally in a long, narrow, one-story building. The museum goes on and on, worth a full day visit.



Figure 3: Mystic Seaport bandsaw.



Figure 4: Mystic Seaport Lumber yard.

One fine morning as I was raising the mainsail, the Captain told me to stop as the luff was not in the track on the mast. It's a boom furling outfit with a halyard and a downhaul/reef line, both of which must be properly tensioned. This probably

happened the night before while lowering . It took us about half an hour to refurl and get the luff started back into the track.

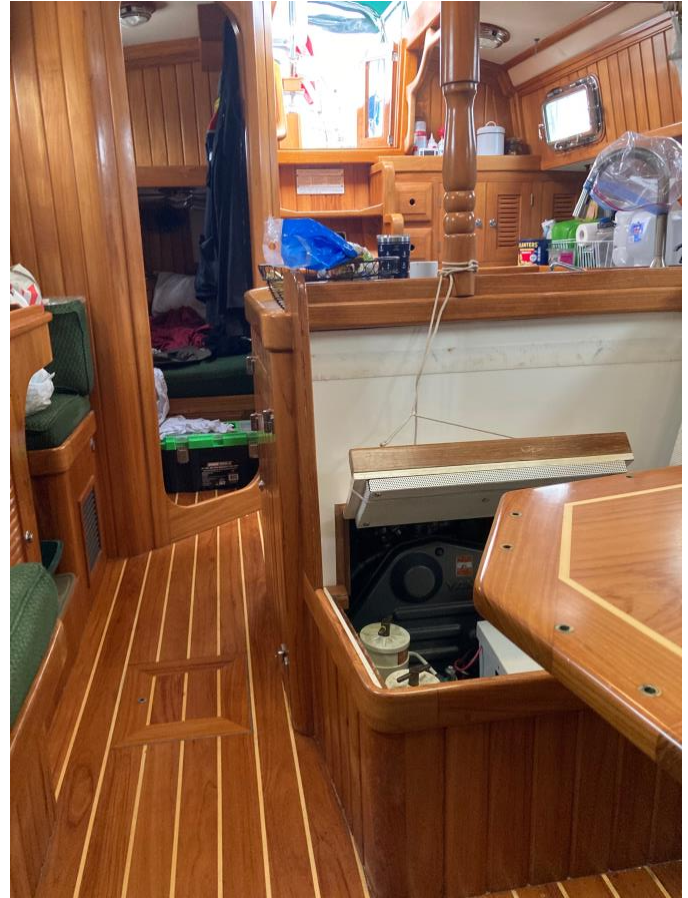


Figure 5: Cabo Rico interior.

That Cabo Rico has the most amazing amount of wood work inside, in a blond teak. The hardware is high quality and the layout well designed. The 50 HP Yanmar has an oil change rig so you don't have to use a hand pump. The helm is equipped with a Furuno touch screen chartplotter/radar/computer so big I had to stretch to see the bow. I enjoyed making myself useful as an extra deckhand.

More meaningful, though, was the opportunity to have the opportunity of viewing my native state of Rhode Island from the ocean perspective with compatible company. I would be glad to volunteer for another voyage!

- John

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Rear Commodore's Comments

by Don Swanson



By the time you are reading this the leaves have begun to change, the nights are cooler and boats are leaving their summer berths for a long winters rest. Makes my heart ache.

Of all the seasons and moments along the patterns of our lives, the end of boating season well,

just stinks. But alas, the sun heads south and we all have time to think about boating and if the weather cooperates and the stars align maybe I'll even get that painting job done, that deck hardware re-bedded, or who knows... upgrade the 43 year old 12v electrical system? The possibilities are nearly endless!

Now you know my thoughts, and while you make your own plans for the off season I'll use this opportunity to muse upon an recent and epic weekend of sailing and save my recap of this latest racing season for a later edition. After all, there are a couple more races to go and final tallies won't be available quite yet.

EPIC...

My personal choice of words to describe the 2024 Barge Race weekend. Now, it might seem a bit unusual to be focusing on an event sponsored by a different yacht club (Seneca Yacht Club) I have two good reasons. The first is that FLYC boats were the majority of this year's fleet. Out of a total of nine boats, five represented FLYC: Brewster, Ellawicious, Independence, Sweetest Thing, and Tiny Tina. The second reason was the unique alchemy of conditions that will not be forgotten for a long time - the theme of this month's column.

But before proceeding any further, and on behalf of the FLYC race committee and racers I offer a hearty THANK YOU to Tom W. and the welcoming crew of Seneca Yacht Club sailors at the north end of the lake. We look forward to sailing with them again.

So, epic you say? Never one for hyperbole, you can be rest assured that what I say, I mean. Though I prefer the word 'epic', it's one of a long list of

SV Independence

suitable adjectives to encapsulate the 72 hours of this year's Barge Race Weekend. You don't have to take my word for it. Others with many more years of sailing experience on Seneca can attest that the three consecutive days of September sixth through the eighth (Friday-Sunday) proved to be an almost magical alignment of weather conditions and time undersail. Even as I recount the weekend, now a fortnight hence, the memories evoked quickens the heart.

To set the scene properly one needs to go back a few days before the weekend, when the five day forecast for the upcoming Friday cruise and Saturday race days was for wet and dreary conditions, albeit with the promise of wind. LPUndoubtedly, this may have discouraged a few to stand down, but for those of us who plunged headlong the risk/reward balance would pay dividends on our investment of time and determination.

With the forecast having "improved" (timing of the rain was now for overnight into Saturday), myself along with two other boats (five would make the passage in due course) set out from the Village Marina around 0900 Friday morning with a steady south-by-southeast wind at about force 3 (~10 kts) and under a mostly clear sky. From the marina, I headed NE on a comfortable starboard broad reach to get aligned with the wind (positioning myself closer to the East shore). It was then I adjusted course to a run and poled out the headsail to SB, leaving the main to port.

Almost hard to imagine a south wind being so steady and persistent, but when I made Peach Orchard Point in 90 minutes I knew it was shaping up to be a special day. This was confirmed five hours later when approaching Geneva, still on the same tack! Other than occasionally adjusting sail trim there was no need to jibe even once. It was an event unparalleled in my seven seasons of sailing on Seneca and the tableau was set for a phenomenal weekend.



Figure 6: Heading north on a run, wing-on-wing all the way to Geneva.

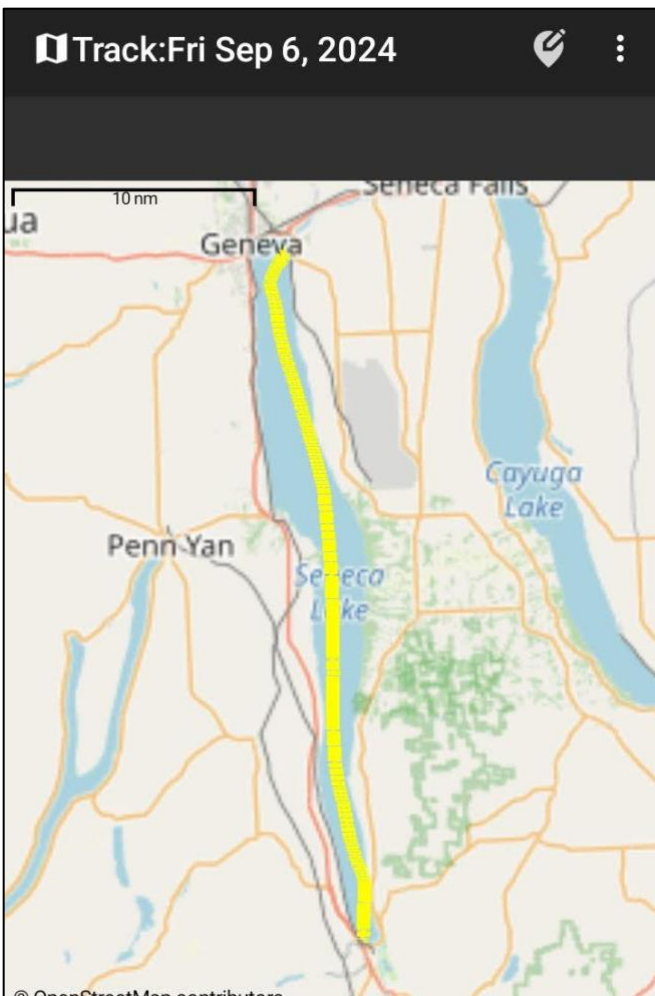


Figure 7: The trip north, one long tack.

After dousing sails it was time to motor in and claim my reserved slip at Seneca Lake State Park. If any aspect of the entire experience was a let down it

was most definitely the marina. To put it politely it's a bit run down; a contrast to our homebase in Watkins. This was my first time tying up in the state park marina (I prefer anchoring out when I can) and although a slip was more comfortable, the decrepit docks, dead fish and algae blooms made for an aesthetically less-than-satisfactory experience. As evening came on, a few showers pickup and with the intermittent setting sun breaking through we were treated to a faint and partial rainbow. Was this an omen or harbinger of improving weather? Time would tell. Undeterred by the growing dampness, the FLYC crew had a delightful evening meal and a peaceful night as visions of racing on the morrow danced in our heads.

The morning came wet and windy. The promised rain started overnight and was still steady when the light of day filtered in. There was a hint of optimism in the latest hourly forecast that predicted the rain ending around 1100. A bit of hope; we might even see the sun later in the day. And best of all, the wind was strong, steady and straight out of the west! An unprecedented set of conditions for the race. The skippers meeting was held at 1000 and each skipper was provided their staggered start time in minutes after the departure of Rhinoceros, a small cat-rigged boat (slowest of the fleet as per PHRF). My boat, a C&C 25 was the second to depart 32 minutes later and by then the rain had tapered off and already the foulies were coming off. The wind! It was phenomenal. Straight out of the west and at F5-F6 (20+kts). It was a straight shot on a starboard beam-reach all the way to the Navy barge and a single jibe to round the mark (barge) - keeping it to port. It was then that things really got interesting. As the northbound leg began the fleet had coalesced into tighter groupings with pairs or triads of boats battling for supremacy as conditions became ever more challenging with gusts veering west-northwest to almost 30kts.

On a personal note, it was at this point I realized my sail plan was over canvassed and as a single hander, changing my headsail to a smaller one (no furler, I have hank-ons) was simply not feasible, nor safe. The helm was manageable for the most part, but during the gusts, the larger, overlapping genoa made for some serious weather helm resulting in a number of knock-downs, which I just has to steer through. I would have reefed the main, but since it

was luffing most of the time, backwinded by the foresail, I didnt think it would have made much of a difference. Lesson learned.



Figure 8: The race track for Independence. Two legs, one jibe.



Figure 9: Pursuit boat Rhinoceros (SYC) with its distinctive large main being overtaken by Imagine (SYC).



Figure 10: FLYC's own Ellawicious.

The northbound leg was almost a mirror image of the southbound leg; one long tack on a port beam/close-reach all the way to the finish line. Remarkably nothing broke on mine or any other boat as far as I know, but I know most skippers were eyeing their rigs cautiously.

In the end, my personal performance was neither stellar, nor abysmal and upon reflection a valuable lesson was underscored: *a flatter boat is a faster boat*. A smaller headsail and a reefed main would have had significantly improved sail balance, reduce heel and consequently a more neutral helm.

As conditions grew more challenging, it was a test for both skipper and boat. It was exhausting, yet exhilarating and once over the finish line I was so happy to douse sail and head over to the Seneca Yacht Club to regale in our exploits with other

skippers and crew. The common thread, stated by most, was “I probably should have reefed earlier”. Congrats to Tiny Tina (Jeff M.) which placed second. And just for the record, they reefed - confirming most of our analysis. Another anecdote underscoring the unique conditions was that Rhinoceros, the pursuit boat actually finished well before sunset, a first! After retiring to the state park marina we had one final rain shower pass over and were treated to a full rainbow. Clearly it was another positive sign and a capstone to a day far superior than expected. As the sun bid farewell and the stars began to appear, the FLYC crew settled in for another delightful meal and celebratory libations as we enjoyed each other's company. Thank you Jim and Lynne for being gracious hosts on Brewster.



Figure 11: After the race rainbow over SLSP marina.

And still the wind kept blowing all through the night, but in the shelter of the marina, sleep came easy for this worn out sailor.

When morning came, it was all business as we prepared our boats for another unusual and unexpected set of sailing conditions. The wind had actually freshened a touch (in my opinion) and when setting off at 0930 it was a steady 20kt westerly that with a more sensible headsail choice (86%) made for another continuous tack (starboard beam-reach) all the way back home. Even with two reefs tucked in the main and smallish headsail I was regularly exceeding hull speed.



Figure 12: Screenshot taken between the Navy barge and Long Point. Hull speed for Independence is 6.2kts.

Below Long Point the wind seemed to moderate a bit, but there were still a few surprise gusts above 25kts giving us one final challenge to ride out before the wind continued to ease and calmed later in the afternoon. Never before had I sailed so far (about 80nm over three days) and could still count the number of tacks and jibes on one single hand! Doubtless, this year's Barge Race weekend will be memorable for many seasons to come.



Figure 13: One long continuous beam reach heading home.

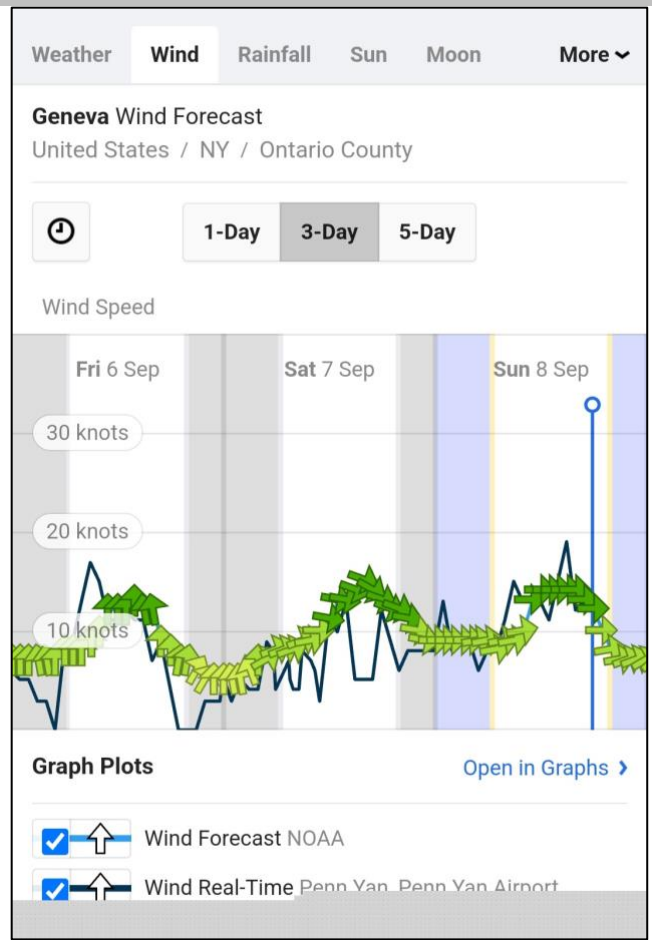


Figure 14: The wind record for the weekend.

Cheers,

- Don

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Secretary's Column

by Katie Alley

Ther Secretary's Photo Diary



Enjoy some of what will become some of the entertaining memories of the 2024 boating season for the Finger Lakes Yacht Club!



Figure 15: What's the course again? Jeff Mack and Don Swanson at the Skipper's Meeting for the August 10th Race.

SV Tomfoolery



Figure 16: August 11th Rainbow as seen from True Love - unedited, no filter!



Figure 17: August 11th rainbow over Hector Falls (digitally enhanced).



Figure 18: I don't see this vessel every day! Village Marina pump-out dock, August 23rd.



Figure 19: Rail down! Fall-like winds aboard True Love, August 30th.



Figure 20: Seek Ye First, September 2nd.



Figure 21: Seek Ye First, September 2nd.



Figure 22: September 2nd: Stella, my best friend's daughter/my goddaughter, joins her mom and I for her very first sail aboard Tomfoolery. Despite the stiff north breeze, she was not scared at all and loved it! Her mom, Madelyn, used to join Tomfoolery and FLYC for numerous races and trips to Lodi.



Figure 23: Do you remember, the twenty-first night of September? My Sunfish's maiden voyage. Told you my sail would be obnoxious.



Figure 24: First ever Finger Lakes Hot Air Balloon Festival over the west side. Picture by Tracy, local passenger aboard True Love.



Figure 25: Always flattering when a passenger aboard True Love wants to remember the crew just as much as the boat. A picture is worth a thousand words.

- Katie, FLYC Secretary

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You can follow Katie and what she's up to on Facebook at "Katie Alley Art" or on Instagram at @katiealleyart.

Socially Speaking

by Maggie Martin

We are getting to the end of the season- oh no! The social committee wants to thank you for your support, attendance and contributions to the menu over the summer. And for having a party when we can't even attend!

We are planning for the Annual banquet – not yet confirmed, but hoping to make it work out with the New Lucky Hare location right in our own dock yard. Watch for announcements.

Our last picnic of the year is sure to be Delicious ! The Soup, Chili and Chocolate Picnic will be held on Saturday, October 5th at 5pm. The event will be held at the Marina. Bring your best effort of any of the above to share. It is always appreciated if you can come ahead of time and help set up or put tables

SV Plein Aire

away. Prizes will be awarded in each category. BYOB. This is a rain or shine event. Electricity will be provided for crock pots-see you there!

- Maggie
(607) 621-7247

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Social Committee co-chairs:

Maggie Martin
Connie Fern Miller

You can contact us at: social@flyc.us if you have any questions.

The 2024 Seneca Barge Race

By David Kendrick

SV *Rynosseros*, SYC



Figure 26: The Barge Race fleet rounds the Navy Barge and heads back to the SYC club house under a perfect west wind.

Calling all Barge Race Fans! In case you don't know, the cruising class' last formal event of the season is the "Round the Navy Barge and Back Race" (a.k.a., the Barge Race) in which hardy skippers and crew sail from the club south down to the imposing US Navy barge moored down by Dresden and back. Straight-line distance it's about 24 miles there and back, but depending on the wind, the distance sailed can be as high as 40 (he says from experience). We held the 2024 SYC Barge Race this past Saturday, September 7th.

Eleven boats were up for the challenge this year, including five boats up from the Finger Lakes Yacht Club in Watkins Glen. Those five plus six from SYC rounded out our fleet. The day dawned gray and rainy, but the forecast suggested clearing and strong winds from the west, so everyone at the skipper's meeting at 9:30 that morning voted resoundingly to race. With hopefulness about the weather forecast, I rowed out to *Rynosseros* in a strong drizzle and gray skies to set up. As the slowest boat, *Rynosseros* serves as the rabbit, or chase boat, and departs first. All other boats start at a prescribed time after the chase boat – that time is based on their sailing characteristics – faster boats start later. *Rynosseros* crossed the line at 10:08:32 am and the race was on.

Winds for the first hour were shifty and light from the southwest, prescribing a beat upwind toward the barge. As the morning unfolded, the wind increased in strength, slowly shifting to the west a little before noon. The fleet spread out gracefully behind our sturdy catboat and continually gained, until *Imagine*, skippered by Dave Phillips, caught us just after rounding the barge. By this time the skies had cleared to blue with dramatic cloud formations across the sky, making for a seriously glorious scene.

The wind continued to shift around to the northwest, making it, once again, a long beat upwind toward the finish. As boats caught up with (and passed) *Rynosseros* on the way back to SYC, the fleet began to bunch. Some boats engaged in a series of duels and others surged forward in the increasing breeze. From my vantage point at (by now) the rear of the fleet, I could see that many boats were noticeably rounding up hard in the increasingly strong gusts. The consensus later was that we all should probably have reefed (reduced our sail area) for better control. Many boats were overpowered, or close to it, in the second half of the race.

As the early afternoon wore on, boats radioed their completion to the race committee as they crossed the finish line. *Rynosseros* was the last boat over,

finishing at 2:55:31, making it in just under five hours. The great afternoon weather and feelings of accomplishment meant for some great camaraderie back on the docks as all tied up or moored and debriefed.

If you'd like to see some great pics from the day, see this Google Photos album:

<https://photos.app.goo.gl/qncTUFHSw8D7gMHR9>

Kudos to the Race Committee (Tom West) and all skippers and crew for making it a great time, especially skippers and boats who came up from Watkins Glen to join us. Thanks!

- Dave

Race Results

1. *Oktoberfest* – Werner Holtze (SYC) Saber 28-3
2. *Tiny Tina* – Jeff Mack (FLYC) Saber 28-1
3. *Brewster* – Jim McGinnis (FLYC) Hunter 336
4. *Blue* – Bill Wilson (SYC) Catalina 30 TM
5. *Ellawicious* – Bill Trondsen (FLYC) Pearson 26
6. *Imagine* – Dave Phillips (SYC) Hunter 25.5
7. *Independence* – Don Swanson (FLYC) C&C 25
8. *V-48* – Genaro Fazio (SYC) Catalina 30 TM
9. *Chocolatero* – Tom West (SYC) Beneteau Oceanis 323
10. *Rynosseros* – Dave Kendrick (SYC) Marshall Sanderling 18
11. *Sweetest Thing* – Chad Vigil (FLYC) O'Day 28
- DNF (sailed south after the barge)

Editor's Corner

by Tom Alley



Way Too Busy..., Again

Once again, it's been a busy, busy summer with way less sailing in it than I had hoped for.

Where does the time go and why do all of these "non-summer"

priorities seem to pop up in the summer?

Ultimately, I suppose the fault is (as usual) mine because, after all, I'm the one that assigns the priorities. Let's face it, if I didn't arbitrarily assign a higher priority to staying employed, I could easily find much more time to go sailing. However, this would have the ripple effect of making slip fees much more difficult to pay, along with grocery bills. Beer is free, though, right? Oh wait, I guess it isn't. This is beginning to get complicated. OK, I guess I need to stay employed.

What if I put off some of the chores around the house? Who would complain about that? My wife? How upset could she possibly get over something as minor as that? You're right. That's a non-starter!

SV Tomfoolery

I know! Maybe I could just sleep a few hours less each night? I could do all of those pesky household chores at night! Well, maybe not mow the lawn. I suspect my neighbors will be a bit bothered by that. Plus, it would be dark and I wouldn't be able to avoid stepping in the dog poo. That and sailing can be incredibly relaxing, which would probably result in me falling asleep whenever I get out on to the lake in a sleep deprived state, and then it would be just like dreaming about sailing, which sort of defeats the purpose.

I guess I just need to fall back on the time-honored practice of simply saying, "Next year will be better!"

- Tom

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Well, your editor has opened his big mouth again. If you wish to agree, or (more likely) to tell him he doesn't know squat, please send your comments to editor@flyc.us.

2024 FLYC Calendar

Please check the club web site (<http://www.FLYC.US>) to see the most current information.

Regular/Repeating Events

Post-Mortem Racing Social. After every club race at 1700 on the lawn by the marina flagpole. BYOB/Snack to share. Open to racers and non-racers alike, but bragging and boasting is mandatory.

February

- 01 **February Newsletter Publication Date.**
- 10 **FLYC Planning Meeting.** Meeting to plan the 2024 FLYC Event Calendar. All are welcome. (1000) *Panera Bread, Horseheads.*

March

- 22 **Deadline for newsletter articles.**

April

- 01 **April Newsletter Publication Date.**
- 15 **Earliest possible launch date** (per slip contract).

May

- 01 **Membership renewal deadline.**
- 24 **Deadline for newsletter articles.**
- 25 **Rust Removal Race.** Practice race. (1300)
- 26 **Memorial Day Flag Raising & Picnic.** BBQ chicken. Bring a side or dessert to share and your own beverage. (1700)

June

- 01 **June Newsletter Publication Date.**
- 01 **Summer Series Race #1.** (1300)
- 08 **FLYC Nautical Swap Meet** (TBD)
- 08 **Summer Series Race #2.** (1300)
- 15 **Watkins Glen Waterfront Festival & Cardboard Boat Races.*
- 15 **Light Up the Night.** Decorate your boat with lights for prizes. (Dusk)
- 16 **FLYC Fathers' Day Brunch.** Bring a dish to pass. (1100)
- 22 **Summer Series Race #3.** (1300)
- 22 **Come As You Are!** "Impromptu" member gathering/party after the race. BYOB, snack, and chair. (1700)
- 29 ~~**Summer Series Race #4.** (1300)~~

July

- 04 **Watkins Glen Independence Day Fireworks (2145)*
- 06 **Summer Series Race #4.** (1300)
- 06 **Independence Picnic & BBQ.** BYOB & BYO grill food and cook it up on the club grill. (1700)
- 12-14 **Lake Ontario 300 Challenge*
- 13 **Summer Series Race #5.** (1300)
- 26 **Deadline for newsletter articles.**

- 27 **Cock of the Walk Race.** A "fun" race featuring a LeMans style start not counting toward season totals. (1300)

August

- 01 **August Newsletter Publication Date.**
- 02-04 **ABC-FLX Cruise to Sampson. All FLYC members invited to join!*
- 10 **Summer Series Race #6.** (1300)
- 17 **Make-up Race.** If needed. (1300)
- 22-25 **Vintage Grand Prix*
- 24 **Summer Series Race #7.** (1300)
- 31 **Commodore's Cup Race.** Destination TBD. (1000)

September

- 01 **Commodore's Dinner.** Hawaiian Luau theme. Menu TBA. (1700)
- 06-08 **FLYC Club Cruise to Geneva.** Joint cruise with the ABC-FLX chapter.
- 07 **Seneca Yacht Club Barge Race, Geneva, NY (0900)*
- 11-15 **NASCAR at the Glen*
- 14 ~~**Summer Series Race #8.** (1300)~~
- 21 **Grape Harvest Race.** (1300) Join in this annual reverse-handicap race!
- 21 **Harvest Gathering.** BYO Wine along with apple- and grape-themed foods with a dish to pass after the race. (1700)
- 22 **Deadline for newsletter articles.**
- 28 **Make-up Race.** If needed. (1300)

October

- 01 **October Newsletter Publication Date.**
- 05 **Gear Buster Race.** (1300)
- 05 **Soup/Chili/Chocolate Festival.** After the race, bring your best effort in one of these 3 categories to win! Power will be available for crock pots. (1700)
- 03-06 **Annapolis Powerboat Show.*
- 10-14 **Annapolis Sailboat Show.*
- 12 **Make up Race.** If needed. (1300)
- 31 **Marina Haulout Deadline** (per slip contract).

November

- TBA **Member Banquet & Annual Meeting.**
- 22 **Deadline for newsletter articles.**

December

- 01 **December Newsletter Publication Date.**

January 2025

- 24 **Deadline for newsletter articles.**
- * Non-FLYC events in italics.*