

December 2021

Volume 17, Issue 6

# 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

## Commodore's Comments

by Terry Stewart

SV Syren

### A Season with Memories

Thank you to everyone for attending the FLYC Annual Meeting & Dinner. I hope all had a good time. The room was good, and the food was good, and the company was spectacular. Thank you to Maggie and Lynn for guiding me thru the hoops to get that event scheduled and completed. It was nice to see the young and the "older" come together to share our interest in the marine lifestyle. Especially knowing the youth present must be the future of sailing on Seneca Lake.



Tom, Katie, Mike, and Jim being willing to share their experience on the *Tomfoolery* last summer was also a great program. We all long for and/or remember our own voyages that make up the live-aboard experience. It is always exciting to remember that only 37 miles north of our home port there is a water world awaiting anyone who takes the plunge and joins the gigantic group of boaters who "head out".

When Lisa, Anchor, and I headed out in 2014 we discovered this group of people who were just like us, coming from everywhere. On the Erie Canal going east you run into the "Great Lakes folks". On the Hudson River that group grows to include Canadian sailors and by the time you are in New York City you've met and befriended names and addresses that will intertwine the rest of your journey. The same captains and crew you see there you'll see again and again along the way. The stack of "boat cards" you collect and store along the way will give you a wealth of memories. We have all of ours and just by reviewing the stack of cards, all kinds of memories return in an instant. Everyone has some kind of destination in mind, mostly involving sunshine, warmth, blue water and new experiences. The anchorages, mooring fields and transient marina docks are where the stories abound. This is where you meet an abundance of the most talented and wide-ranging group of people you will ever meet anywhere. Listening to Tom, Katie, Mike, and Jim reminded me of the excitement that the cruising life brings. If you can muster the time and have the dream, I highly recommend taking a shot at it. You'll never regret it.

What's next for the Seneca Harbor Park waterfront? Time will tell, but I'm sure the FLYC will be a part of it because without all our vessels swaying, rocking and chiming with the wind the environment would lose a lot of its charm. Hunker down,

## FLYC Election Results

The following slate of candidates were elected/appointed to serve on the FLYC Board of Directors at November's annual meeting:

- **Commodore:** Terry Stewart
- **Vice-Commodore:** John Chesbrough
- **Rear-Commodore:** Don Swanson
- **Secretary:** Sue Morris
- **Treasurer:** Denis Kingsley
- **Directors (2-year term):**
  - Tom Alley
  - Jim Morris

Not elected/appointed this year, but continuing their 2-year term:

- **Directors (1 year remaining)**
  - Nancy Sisbarro
  - Sean Zimba

button up, check your stands and pads and wait for the earth to begin to return to the position we favor the most. Have a happy winter!

-Terry

## Vice Commodore's Comments

by John Chesbrough

SV Wine-din-Down



### Appreciating 2021

That end of year meeting held at Wagner Vineyard restaurant was well done, well attended, and well deserved. We all chose not to hold this event for the last two years. Thank you to all the people who organized this year's event, and to all the people who

helped to make this year's meeting and dinner possible.

Special thanks to Commodore Terry Stewart for a swift, efficient meeting and for inviting his entire crew fresh off the *True Love*. And also, thanks to Tom, Katie, Mike and Jim for high seas adventure tales they revealed in lieu of the cancelled Marion to Bermuda Race.

Next year, folks, we can enjoy yet another good meal and a good year's end meeting at a picturesque location. Should the FLYC foot the bill? \$45 for a season's worth of fun picnics and racing is the best deal in Schuyler County! The membership entry gates could be overwhelmed by hungry hordes of boaters. One responsibility of membership is to encourage new members to sign on, participate, help put up that damn tent, etc.

Speaking of rain, wow! Take a look at that lake, or the one in Ithaca. Record setting volumes of water, docks, or what's left of them, underwater, cottages surrounded by water, parking areas under water. Here in New York not Miami. We are lucky that last big rain event wasn't followed by another one. We can pray for a weatherwise benign spring of '22.

- John

## 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>

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#### **Nominating Committee**

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Sue Morris

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# Rear Commodore's Comments

by Don Swanson



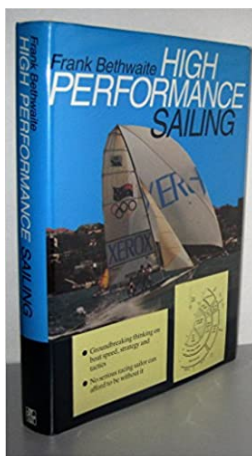
With the boat covered, and the biting winds of winter bearing down upon us there's not much to report as far as racing goes. Some may be heading to warmer climes, but for those of us who remain, there are ice boats, maintenance, and armchair sailing. Having no experience with ice boats I cannot comment other than to say that it does look exhilarating for those

hardier than myself. Personally, I prefer to use the off-season for maintenance and to relish in the enjoyment of armchair sailing.

So, being an adherent to writing about what I know, I am choosing to dedicate this month's column to all the ways to keep sailing in my heart *and* head throughout the long, dark, cold months of winter. This includes maintenance and repair, expanding my sailing knowledge and some vicarious sailing adventures as well.

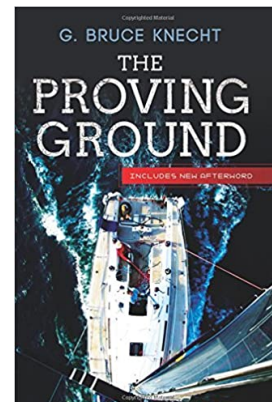
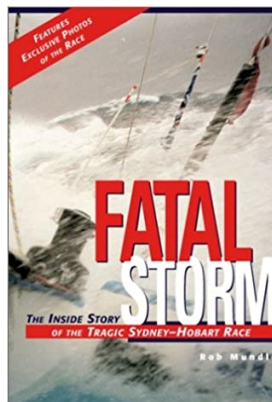
Once the winter cover is on *Independence*, it's usually warm enough to work under it during the early and later months of the off-season. This is a great time to tackle maintenance and repairs that would otherwise take away time on the water during the sailing season.

Although the off-season is good for maintenance and improvements, I most enjoy keeping my mind on sailing by navigating a sea of sailing literature from the comfort of an armchair and the warmth of the nearby wood stove. So, with no further hesitation, I share with you some of the sailing related literature that I have charted over the years. The following is by no means complete but provides a sampling of titles related to yacht racing, cruising, and the philosophy of sailing.



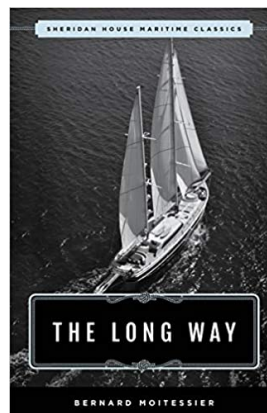
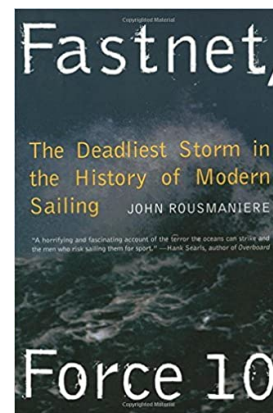
*High Performance Sailing* by Frank Bethwaite. The title says it all. This is requisite reading for sailors reaching for maximum performance in any wind. Bethwaite brings the experience and knowledge of an airplane pilot to the intricacies of yacht racing. In doing so, this book will provide a comprehensive study of the theory and application of meteorological science to sailing. A must for any skipper's bookshelf.

*SV Independence*



*Fatal Storm: The Inside Story of the Tragic Sydney-Hobart Race* by Rob Mundle and *The Proving Ground* by G. Bruce Knecht are two books that shed light on the events of the 1998 Sydney-Hobart race, when, on the second day, the fleet was struck with an intense and unseasonable low pressure system that became a monster storm. Tearing through the fleet of yachts with gusts over 80 knots and towering seas, the killer storm resulted in one of the biggest peacetime rescue operations in the history of Australia. Told from different points of view, both are thrilling reads that will keep you on the edge of your seat.

*Fastnet, Force 10: The Deadliest Storm in the History of Modern Sailing* by John Rousmaniere dissects the events of the 1979 Fastnet Race from the Isle of Wight. By the time the race was over, 15 sailors were lost, 24 crews abandoned ship - five of which were considered "lost believed sunk", and 136 sailors were rescued at sea. Over 300 boats started but only 85 finished. This detailed account is a reminder of how puny our little boats are in the tempest of raging seas and the heroic efforts of those who hear the call for rescue.

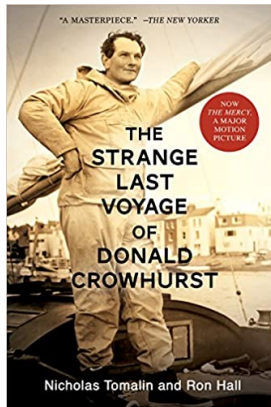


*The Long Way* by Bernard Moitessier is a sailing classic, an incredible story of his participation in the first Golden Globe and his abandonment of the race to follow his own life journey. It recounts his solo, non-stop circumnavigation rounding the three great capes of Good Hope, Leeuwin, and the Horn. It is a tale of facing doldrums, raging storms, knockdowns, and gear failures, not to mention overwhelming fatigue and loneliness. An incredible tale of self discovery. Moitessier abandons the race as he approaches the



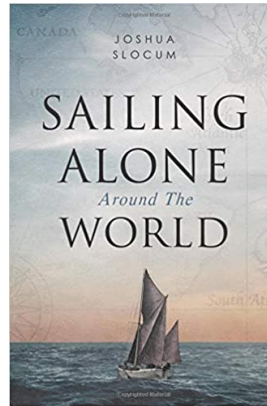
final leg and sails on for another three months before ending his journey in Tahiti.

*The Strange Last Voyage of Donald Crowhurst* by Nicholas Tomalin is an intriguing and illuminating investigation of the amateur sailor Donald Crowhurst and his entry with a trimaran of his own design in the 1969 Golden Globe Race. At first, he appears to enjoy remarkable success by outpacing the pros, but the tale is turned upside down when his abandoned boat is found drifting in the Atlantic. What follows is a bizarre tale as the author reconstructs Crowhurst's deception and final descent into madness on the high seas.

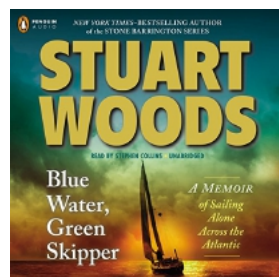
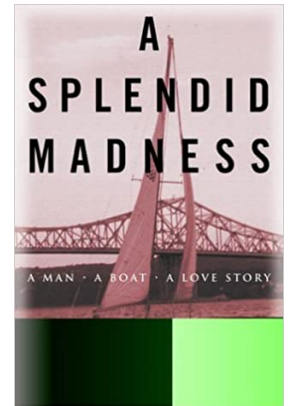


terms with a failed relationship and a failing vessel.

*Sailing Alone Around the World* by Joshua Slocum is a classic and one that every sailor should have on their list. Slocum was the first to circumnavigate the globe single-handed in his sailing vessel, *Spray*, and in his unique narrative form charted the way for countless dreamers and sailors to follow.



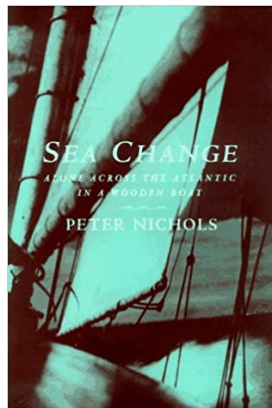
*A Splendid Madness: a man, a boat, a love story* by Thomas Froncek is about falling overboard for sailing. Told from the perspective of a middle-aged family guy discovering the joy of sailing and working to balance his new love with the demands of life. Froncek's narrative follows how he is swept away by an unexpected passion. Doubtless, it will conjure familiar thoughts and memories among experienced and novice sailors alike and is certain to resonate personally with anyone who has a passion for sailboats and sailing.



*Blue Water, Green Skipper: A Memoir of Sailing Alone Across the Atlantic* by Stuart Woods (author of the fictional Stone Barrington series) is an autobiographical account of his preparation and participation in a single handed Trans-Atlantic race from the perspective of a somewhat "green" sailor in a demanding journey and

the rewards of testing ourselves from time to time.

*Sea change: alone across the Atlantic in a wooden boat* by Peter Nichols is a tale of his single-handed passage across the North Atlantic in *Toad*, a leaky, wooden boat. A tale of how relationships and boats can fall apart. Both technical in its sailing details and deeply personal as the author comes to



Best regards for a warm and safe holiday season and a happy new year.

See you in 2022.

Fair winds!

- Don

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# Secretary's Column

by Sue Morris



Happy holidays to you and your families!

The boating season may have ended but you can renew your FLYC membership at any time! There will be a meeting in February so more information to come.

The end of year dinner was a great success! Thank you to all who were able to attend.

Stay warm and healthy!

SV Sails Call  
- Sue, FLYC Secretary

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# From the Treasurer

by Denis Kingsley



Now that we are holding dinners under the Big Tent, there is some financial activity as was not the case last year.

The club has payed mostly for food, a chef, and a much-needed gas grill. We continue to be solvent - money in the bank.

- Denis, still cooking the books.

SV Tark

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# Socially Speaking

by Maggie Martin & Lynne McGinnis



## Annual Meeting

We had a great final event on November 3<sup>rd</sup>. Held at the Ginny Lee Cafe at Wagner Vineyards Estate Winery, we had as special guests the crew and support team for the *True Love*. Members and

guests totaled 53, with some of our members' families enjoying the evening. It was nice to see many new and familiar faces enjoying the sunset over the lake on a beautiful warm autumn evening.

Tom Alley and his crew from *Tomfoolery* gave a well received presentation of their trip out of Seneca Lake and up the East Coast.

With the new election of officers, there is a change in the Social Committee. It is going to be led by member Denise Trondsen,

SV Aquarelle & SV Brewster

helped by Cindy Swank. Lynne and I will be supporting , and we know that we can count on everyone pitching in as needed.

We thank you sincerely for the enjoyable last few boating seasons and wish all of our boating friends Happy Holidays!  
Lynne McGinnis and Maggie Martin

## Marina Developments?!!

A follow-up to the letter that many of us had a chance to sign was on the October 27<sup>th</sup> agenda of the Watkins Glen Planning board meeting to be presented for the public record. The minutes of the meeting are not yet posted. Copies were sent to the County Executive, SCOPED, and the Watkins Glen Village council as well expressing our interest in the planning and participation considering our needs. There is no official update on the status of the Marina Grill and former sewer plant property at this time.

- Maggie & Lynne

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Lynne 607-426-7914  
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## In Memorium: John Kremer



Photo 1: John Kremer, 1933 - 2021

*Shortly before our annual meeting this year, the FLYC received word of the passing of one of its founding members. From his obituary on LynchFuneralHome.com (with a few edits):*

John Kremer, former owner of S/V *Amazing Grace* (Dock 4), passed away on Thursday, November 4<sup>th</sup>, 2021, at the age of 88 following a long illness.

John was born in Rochester, Minnesota, to Joe and Ellen Kremer on June 11, 1933. He graduated from The University of Minnesota in Mechanical Engineering. He started his career in

1957 at Latenser Architects, in Omaha, NE, eventually rising to Vice President. In 1967 he moved his family to Horseheads, NY to become a project manager for Corning Incorporated. He ultimately managed multiple major construction projects for Corning, including the demolition of Main Plant, construction of Decker Building, Erwin Manufacturing Facility, Corning Headquarters, as well as the development of Centennial Park. In addition to managing construction in his professional life, he volunteered his time to design and build the new church building for St. Mary Our Mother Catholic Church in Horseheads, NY.

An avid sailor, John was captain of a dozen boats throughout his life including his favorite, *Amazing Grace*. He was one of the original members of the "Last Ditch Yacht Club" in 1981 which grew into the Watkins Glen Harbor Marina. As a master sailor, he charted several sailing trips to the Bahamas and Caribbean that required the use of a sextant for navigation in the middle of the ocean. Closer to home, he navigated trips from Seneca Lake through the Erie Canal to Lake Ontario. As an instructor with the United States Power Squadrons, he taught hundreds of sailors nationally. He was also the go-to expert in the Watkins Glen Marina and loved to mentor eager young sailors.

John was a man with many interests. He was a consummate runner and ran a number of marathons. He was a true craftsman and enjoyed laboring in his home workshop. He would spend hours making beautiful creations like custom ship's wheels, cutting boards, clocks, ikebanas, painting easels. He loved being presented with a challenging project.

John loved making others laugh and appreciated a great prank or an excellently timed pun. Above all he cherished time with his family and his many friends.

John was preceded in death by his parents and his sister. He is survived by his wife of 65 years, Jeanne Kremer, six children: Steve Kremer (Eileen); Karen Seay (Brian); Mike Kremer (Kim); Joe Kremer (Julie); Jim Kremer; Anne Kremer (Ron Bijlsma); twenty grandchildren; five great-grandchildren.

A memorial service will be held in the spring of 2022.

In lieu of flowers, please send donations to the Alzheimer's Association or a charity of your choice in memory of John Kremer.

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# The Biro, the Invention that Changed the Writing Game

By David Szondy

www.NewAtlas.com

## NEW ATLAS

*Many thanks to the folks at New Atlas for granting permission for us to reprint this article. The original can be found on their web site at:*

<https://newatlas.com/technology/biro-pen-changed-writing-game/>

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Posted November 27, 2021



*Photo 2: The ballpoint pen changed the way we write as radically as the printing press. (Photo from PublicDomainPictures.net)*

In 1945, a new invention that had helped to win the Second World War went on sale in the United States and Britain. First seen as an expensive novelty, it soon went on to become not only a part of our everyday lives, but one that revolutionized how we communicate. This was the Biro, the first successful ballpoint pen – a deceptively simple writing instrument with a very big story behind it.

Every year, staggering numbers of ballpoint pens are sold. One model from one brand alone sells at a rate of 57 every second and had racked up sales of 100 billion by 2006. Remember, that's not all pens or those of one company. It's just one model from one company. Add all the sales of all ballpoints, and it's a small wonder that Douglas Adams wrote of a fictional planet where lost Biros migrate through wormholes in space to enjoy Biro-oriented lifestyles.

These pens go by many names around the world, but they're known mainly by two monikers. One is "ballpoint pen," which describes the principle behind it, and "Biro," which is the name of the man who invented the first practical version.

Whatever the name, these pens are so cheap that they're a prime example of the disposable age. When one stops writing, it's thrown away because there's sure to be a replacement sitting in a drawer somewhere, and if not, three scores can be bought for the price of a small latte.

In fact, we take them completely for granted. They are usually at hand, we pick them up and use them without even thinking about it. They are so much a part of our lives that we forget what sophisticated pieces of technology they are until we need one

and don't have one. It's a small wonder, therefore, that emergency kit lists often include pens.

### Before the Biro

But where did the ballpoint come from? What is so special about it?

Before the Biro, writing with ink hadn't changed much since ancient times when people used to cut goose quills into nibs with a slit in the tip to hold ink to convey to a sheet of paper, vellum, or papyrus. A couple of hundred years ago, pens with steel nibs were introduced, and in the 19th century, fountain pens were invented that could hold a reservoir of ink in a rubber bladder in the barrel.

But these pens all had very serious limitations, and fountain pens were also so expensive they were often given as presents to mark important occasions like school graduations. Plus there were many materials fountain pens couldn't write on at all.

The idea of replacing the nib with a little metal ball rolling in a socket to collect and deliver ink isn't a new one. In 1888, the American John J. Loud patented a crude ballpoint pen that could write on leather, wood, and coarse wrapping paper. This didn't work very well, didn't sell, and the patents were allowed to lapse. Over the years, many other attempts to produce a ballpoint pen were made, but these were extremely crude and could often barely scribble a legible word, or they leaked like a sieve when they didn't clog.

### László Bíró

Then, in the 1930s, László Bíró came along. When he wasn't working as a newspaper editor in his native Hungary, he was trying his hand as a hypnotist, race car driver, and surrealist painter, among many other things. Today, he's an inductee into the National Inventors Hall of Fame and his life makes for an intriguing story.

### Public Domain

As a journalist, one thing that Bíró found frustrating about his job was how impractical fountain pens were, finding them slow to fill, tending to splatter, leaving smudged pages, and the ink was slow to dry. In contrast, he was impressed by the ink used to publish his newspaper, which dried almost instantly and didn't smudge.

With the aid of his brother György, who was a dentist with a background in chemistry, Bíró set out to create a new ballpoint pen design based on viscous ink similar to newsprint. After many false starts and setbacks, both technical and financial, the final result was a pen with a steel ball in a socket and an ink barrel filled with an ink paste that didn't evaporate like conventional ink. This simple description covers a lot of work



*Photo 4: László Bíró, the inventor of the Biro.*

in finding the right shape for the ball, the right composition for the ink, and getting a dozen details sorted out, but it did result in a British patent in 1938.

### Argentina and the Second World War

Bíró's work came at a time of political turmoil in the days before the outbreak of the Second World War. The Hungarian government was growing openly fascist and, as Jews, Bíró's family was increasingly threatened. Fortunately, a chance meeting at a hotel with the then-president of Argentina, Augustín Pedro Justo, led to an invitation to set up shop in Argentina and Bíró and his family fled there by way of France after many delays.

This may have made the Bíró family safer, but marketing the new pen, now called the Biro, was still far from easy. As a result of financial and personal problems, Bíró's invention ended up muddled in a number of international patents and licensing agreements in different companies and individuals in various countries.

It looked as if the Biro would never reach a mass market, but the war changed the fledgling company's fortunes when the new pen came to the attention of the British Ministries of Supply and Aircraft Production, which arranged for an order for 30,000 units for the RAF, whose pilots had to write in their logs, mark charts, and make calculations while in flight, so they needed a pen that wouldn't leak like fountain pens did at high altitudes and could be handled as casually as a pencil.

### Post-war

After the war, Bíró tweaked the design to make the ink flow more smoothly by making it flow by capillary action rather than gravity, so the pen could be held at different angles. Meanwhile, other companies became interested in ballpoint pens and either secured the rights to Bíró's design or found ways around his patents by reverse engineering.

In 1945, Birus hit the market en masse in the United States and Britain with mixed results because of stiff competition, such as the Reynolds company, which made a deal with Gimbels

department store in New York to sell its version of the ballpoint pen, the "Reynolds Rocket", moving 30,000 of them in the first week.

Unfortunately, all of the pens by various companies had one thing in common: they were all incredibly expensive, with the Reynolds pen selling for US\$12.50, which is the equivalent of \$192.00 in 2021 dollars. As a result, the small market was soon saturated and many companies folded.

Then, in the 1950s, the French entrepreneur Marcel Bich licensed the Bíró design and improved upon it by making it extremely cheap to produce. This became the famous Bic Cristal, also known as the Bic Pen, which consisted of a simple ballpoint fixed to a transparent plastic reservoir set in a hexagonal plastic tube with a mysterious little hole part way down to equalize air pressure. This quickly became the world's best-selling pen and was soon followed by many imitators that sold in the billions.

### The Biro Revolution

Before the Biro, writing was a ritual. Go into any hotel more than a century old that hasn't been extensively renovated, and you're likely to see writing desks in the lobby and even in the rooms for the guests.

If you wanted to write, you didn't just pull your pen out of your pocket and begin scribbling. You needed a firm, flat surface. You needed the right grade of paper, a serviceable pen, pen wipes to clean the nibs, an inkwell, blotting paper, a blotter, and gum arabic sand to sop up excess ink – not to mention patience enough to let the ink dry. If you were well-off, you might have a fountain pen, which did away with the inkwell, but not completely since fountain pens needed to be refilled every day if the writer was prolific. If not, the ink would still dry in the reservoir.



*Photo 3: The ballpoint pen changed the way we write. (Photo by pixabay.com)*



On top of all this, how one wrote with these old pens was very different from today, beyond having to keep dipping a nib pen in the ink every few words. With a ballpoint pen, one presses the tip to the paper and the ink simply rolls out onto the fibers. However, with a nib or fountain pen, the ink flows out under gravity or, in more elaborate fountain pens, the force of a piston. In addition, writing with them required great concentration to avoid splattering ink or tearing the paper with the sharp metal nib.

Small wonder that writers and clerks could be easily identified by their ink-stained fingers and shirts.

As a result, it's much easier to write with older pens by keeping the nib against the paper and lifting it as little as possible. Writing in cursive with such pens is relatively fast and easy and the results are legible. Writing block letters, as many do today, is slow, messy, and hard to read.

With a ballpoint, one can write without thinking, on almost any surface, and even underwater, if you feel the urge to do so. There are even pens that can work in the weightlessness of space. It's a technology that is so ingenious in its simplicity we don't even think about it until our pen runs out of ink.

Though most people haven't noticed because it happened too slowly, the Biro has changed how we write. Today, writing in

block letters is increasingly common and cursive is so rare that it's often asked if it's even worth teaching it to children any more. It's an evolution that has altered written communications in a way not seen since the invention of the printing press and relegated its predecessors to the backwaters of calligraphy and nostalgia.

So, the next time you scribble the tip and sign the bill at a restaurant, take a moment to consider the game-changing story that made that simple act possible.

- David

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*David Szondy is a freelance journalist, playwright, and general scribbler based in Seattle, Washington. A retired field archaeologist and university lecturer, he has a background in the history of science, technology, and medicine with a particular emphasis on aerospace, military, and cybernetic subjects. In addition, he is the author of a number of websites, four award-winning plays, a novel that has thankfully vanished from history, reviews, scholarly works ranging from industrial archaeology to law, and has worked as a feature writer for several international magazines. He has been a New Atlas contributor since 2011.*

# Editor's Corner

by Tom Alley



## The "Off" Season

I don't know who coined the term "off season," because so far, it doesn't seem very "off" to me. It feels like I'm just as busy as I am during the "on" season. True, we're not in the water and sailing off over the horizon to far-away locations,

but it seems like I'm still spending just as many hours each week doing "boating things" as I was while my boat was floating on water somewhere. I still make regular trips to the boat to check on things and to ensure that all is in order. While I'm there I try to do little projects or tasks that need to be removed from the To-Do list, just like the summer. Well, except for the fact that I may be traipsing through mud or snow to get to the boat. There is that detail to contend with.

There is definitely just as much, if not more, administrative work going on during the off-season. After we get through the rush of the Holidays and get settled into a new year, the various committees in our club will be getting together to start making plans for the 2022 season and then making their combined recommendations to the Board of Directors for approval. This is scheduled to occur in mid-February, so you'll have a complete calendar available shortly after that.

What does this mean to you? For starters, if you have an idea or a suggestion on how to do things a bit better, please let the club officers and directors know about it! If you'd rather have a bit

SV Tomfoolery

more anonymity, send an email to me, your editor, and I'll make sure your suggestions or critiques get passed to the appropriate people. A final option is to get involved and lead the change yourself. After all, the more people we have helping, the more hands there are to share in the work and the less any one individual has to do to make things happen.

## Personal Business

Not long before Thanksgiving, the Alley household got a lot emptier when Dexter, one of our German Shepherds, passed away unexpectedly. Though he was an infrequent visitor to the marina (he found the docks terrifying), some of you may have met him during one or two of our shore-side social activities. He was a wonderful companion and always happy to be around us. He was particularly fond of being scratched behind his ears. We miss him very much.



Dexter, 2010-2021. RIP.

- Tom

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

# 2022 FLYC Calendar

This is the club calendar as discussed at the Board meeting in March. 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.

Corrections & updates are highlighted.

## 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.

## January

22 **Deadline for newsletter articles.**

## February

01 **February Newsletter Publication Date.**

19 **FLYC Planning Meeting.** Meeting of the Board of Directors to plan the 2022 FLYC Event Calendar. All are welcome. *Time/Place TBD.*

## March

19 **Deadline for newsletter articles.**

## April

01 **April Newsletter Publication Date.**

29-5/1 *\*Annapolis Spring Sailboat Show.*

## May

01 **Membership renewals due!**

25 **Deadline for newsletter articles.**

## June

01 **June Newsletter Publication Date.**

## July

23 **Deadline for newsletter articles.**

## August

01 **August Newsletter Publication Date.**

05-08 *\*NASCAR at the Glen*

## September

10 *\*Seneca Yacht Club Barge Race, Geneva, NY*

09-11 **FLYC Club Cruise to Geneva.** Joint cruise with the ABC-FLX chapter.

24 **Deadline for newsletter articles.**

## October

01 **October Newsletter Publication Date.**

06-09 *\*Annapolis Powerboat Show.*

13-17 *\*Annapolis Sailboat Show.*

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

## November

24 **Deadline for newsletter articles.**

## December

01 **December Newsletter Publication Date.**

*\* Non-FLYC events.*



# Finger Lakes Yacht Club

## Membership Application

Membership renewals are due by May 1<sup>st</sup>. **Annual dues are \$45.**  
 Please send this form and a check to:

Finger Lakes Yacht Club, Inc.  
 c/o Sue Morris, Secretary  
 P. O. Box 14  
 Pine Valley, NY 14872

Are you also a member of the  
 U.S. Power Squadron? If so,  
 please check this box.

Application:       New member                       Renewal

***Important:*** Please be sure to include the names of all of your "dependent" family members.  
 This will ensure that membership privileges are awarded properly.

Name(s): \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Please indicate which areas interest you:

<input type="checkbox"/> Racing	<input type="checkbox"/> Web site
<input type="checkbox"/> Cruising	<input type="checkbox"/> Sailing classes
<input type="checkbox"/> Social activities	<input type="checkbox"/> Junior Sailing
<input type="checkbox"/> Newsletter	<input type="checkbox"/> _____

Address: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Phone:    Home: (\_\_\_\_) \_\_\_\_\_                      Work (\_\_\_\_) \_\_\_\_\_  
             Cell: (\_\_\_\_) \_\_\_\_\_

E-mail: \_\_\_\_\_

Boat Name \_\_\_\_\_                      Type:     Sail                       Power

Make/Model \_\_\_\_\_                      Length \_\_\_\_\_

Boat Year \_\_\_\_\_                      Location/Slip# \_\_\_\_\_

By this application, I/we promise to uphold the By-laws of the Finger Lakes Yacht Club, Inc.  
 and to comply with its rules and regulations.

Signature(s) \_\_\_\_\_                      Date \_\_\_\_\_