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Please send any comments, questions, or corrections to:  
[editor@flyc.us](mailto:editor@flyc.us)

## Commodore's Comments

by Terry Stewart

SV Syren

### An "Uplifting" New Year

At this moment, we find ourselves in the midst of the winter blues, blahs, and thralls of the most uncomfortable winds and temperatures. We are in the deepest portion of Winter 2022. The lake is laced with misty fog in the morning hours and oddly behaving waves come rolling in from the north. Some undulation of water movements that are not waves but the settling of volumes of water trying to come to rest and not being able to. Smaller portions of Seneca Lake that have splashed and spilled out along the edges are in icy forms known as cicles and other unique forms and shapes that have been created by mother nature's forces of wind and temperature.

Aha. But look the other way and you'll see a 2010, 25 metric ton (55,000 lbs) capacity marine "Travelift" which has recently arrived from Martha's Vineyard shipyard and is now completely assembled after being off-loaded from a flatbed trailer. This work was completed in two days, January 18<sup>th</sup> and 19<sup>th</sup>, by a three-man crew that specializes in putting all the parts together. These men disassembled the machine in Martha's Vineyard, traveled to Watkins Glen, and reassembled it in 16



## FLYC Planning Meeting Details

**- DATE CHANGE!**

Every winter the Board of Directors gets together to begin planning the events and activities for the coming boating season. All members are welcome to participate in this process. This year's meeting details are as follows:

- **What:** FLYC Planning & Board of Directors Meeting
- **When:** Saturday, **March 5<sup>th</sup> at 10:00**
- **Where:** TBD

If you have any suggestions for the 2022 event calendar, please reach out to any of the club officers or directors now!



Photo 2: Assembly of the new Travelift took two days.



Photo 1: Completed lift, with the old lift in the background.

hours. The 18<sup>th</sup> was brutally cold offering only 20-degree temperatures and a 10-15 MPH wind out of the north. The crew had the structure bolted together at the end of day one with the promise of 41 degrees for day two. Day two shorted them by two degrees and 39 degrees was much appreciated as the wind also turned around making the conditions balmy compared to day one. Day two finished with attaching wheels, running cables thru all blocking, connecting tubing, filling up with oils and fuel and making it run.

Professionals in every regard, there was no down time in these two days. The cold temperatures made for no standing around either. Guy provided a “salamander” propane heater to try and keep hands warm enough to turn wrenches. By dark on Wednesday all was functioning just the way it should, and all ceremonies were ended. There is much yet to experience with our upgraded machine. Although launching will still be done by our old machine due to spacing of the boats on land, by Fall, all of our vessels will be held up by the more youthful, stronger lift that will provide years of safe movement from launch to haul out and back again. This lift is a 32-year newer version of the marine travel lift and we look forward to its service – Salute!

-Terry

## Vice Commodore's Comments

by John Chesbrough

SV Aquarell



### Winter Notes

There's a new steel sculpture in the marina parking lot, big and handsome, on wheels and can be driven around. Thank you, Terry, for helping to make that happen, and a big thank you to The Village Marina for upgrading their

equipment.[See photos on page 6. -Ed.] It is rumored that shorter sailboats can be lifted out and hauled about without releasing the back stay, hey hey. The haul out business is expanding, even the *True Love* will fit the new lift, giving us an opportunity to see her keel.

The *Village Marina Bar and Grill* has taken its final bow. Schuyler County would like to rent that space for one more year to any interested party. The back patio would be a perfect venue for the Finger Lakes Yacht Club Orchestra and Choir. A pick-up band of any musicians is always possible, now it's time to think about that.

Maggie and I are traveling to Cyprus to meet our 7-week-old grand daughter. We hope to get on a sailboat and experience the Mediterranean Sea. Photos can be expected.

This winter's coldness sure does seem vigorous, as strong and relentless as ever. That means spring is around the corner. See y'all then.

- John

## Port Tacks

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

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Sue Morris

#### Webmaster

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# Rear Commodore's Comments

by Don Swanson



Happy New Year everyone. I hope you and yours have a wonderful 2022! Now that 2021 is in the rear-view mirror, it's worth remembering that through it all we managed to have a pretty decent sailing and racing season. And although the season ahead seems distant, I believe, no..., I know it is going to be even better! At least that's my plan.

Since the racing season on Seneca is still *approximately* 108 days away (but who's counting?) and it may be a bit early to set definitive plans for the upcoming season, I thought this month might be a good time to introduce Bill Trondsen, who will be sharing some Rear Commodore duties for the 2022 racing season. Bill took first place in our summer series last year and was beyond helpful in a myriad of ways throughout the entire season. I will also be sharing some of my thoughts on how to improve and expand our racing opportunities.

I've had the pleasure of getting to know Bill (*SV Ellawicious*, a Pearson 26) since we met shortly after moving into our slips on docks 2 and 1, respectively. Raised in Corning, Bill is no stranger to the southern Finger Lakes and the Seneca Lake area. Bill's lives in Horseheads, NY with wife Denise and daughter Ella and when he would rather be sailing, Bill spends his weekdays as a mechanical engineer. His crew occasionally includes Denise and Ella, but you may also see his mom and dad (Jane and Jim) and occasionally his brother Jeff or sister Beth. His first sailing experience dates back to sailing a Sunfish on Waneta Lake from Camp Gorton Boy Scout Camp. This experience has clearly had a lasting influence.



Photo 3: Bill Trondsen, not sailing.

As an avid outdoor enthusiast, Bill also enjoys trail running, cross country skiing, and ultimate frisbee. I also have it on good authority that Bill cooks up a storm and occasionally dabbles in 3-D printing, coding Python, and something called Arduino (which I had to Google – check it out, it's pretty nifty stuff). I welcome Bill and truly appreciate his willingness to take on some of the duties related to managing races. Having filled in for me a couple times already, I know he will be a great help. But most of all I am looking forward to his famous corn pudding and, if we are lucky..., and the mood is right, we might get to see his best dance moves. I can't say any more, but "you will know it when you see it". At least that's what Bill tells me.

*SV Independence*

As for me, my name is Don, and this will be my second season as Rear Commodore. A little less green going into my second year, I expect another terrific year of racing and cruising on Seneca Lake. As always, we welcome all skippers and when the fleet is bigger, the race is exponentially more pleasing for everyone. Pass the word and if, dear reader, you're interested (but perhaps hesitant) to join the competition, crewing is a great way to get your racing sea legs. Give it some thought over the next four months, and if you forget..., no worries, I will be expounding at length on the joys of racing later in the spring. But for now, I would like to share some ideas that I have after reflecting on the past season.

For some time now (at least the last few seasons I've been involved) FLYC used temporary inflatable marks which require deployment and recovery on race day. For Race Committee members this makes a two- or three-hour race a full day commitment. The marks are not lighted and cannot be left out overnight. We really appreciate the help provided by other sailors in the task of deployment and recovery, but if the marks could stay put, we could budget more time for the actual race and related festivities.

I would like to investigate the feasibility of semi-permanent lighted buoys. This has been discussed informally at times last season and I would like to explore it further. I understand the history of these efforts and that for both temporary and permanent marks there are pros and cons. But I am open to discussion and, as a general rule, I personally try to avoid falling prey to a "been there, done that" mentality, especially when new technologies are available, such as embedded GPS trackers, LED lighting, photovoltaics, and improved batteries.

Most beneficial for everyone, is by having the marks placed and ready to go, more racing is possible. For instance, in addition to our usual Saturday summer series races, we could also include weeknight evening and sunset races. Lastly, with permanent marks, we can also mix things up occasionally (when time and resources allow), by utilizing our inflatables to make the course even more interesting. Just saying. Nevertheless, we will be exploring this idea and as of yet, there are no definitive plans. Who knows what will come of it? (An option is to continue using the inflatables). But with not much else to do other than shovel the snow on my driveway, I've had a lot of time to think about this and wanted to let you know my thoughts.

Take heart, the next time I write this column, the countdown to splash will be getting underway. But for now; take care, stay safe, and I wish you all a happy and healthy 2022.

Cheers,

- Don

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## Secretary's Column

by Sue Morris



Welcome back fellow FLYC members! Bring in 2022 with a healthy and hopefully successful sailing season.

Please send me the application and check for renewal or new membership to following address.

Sue Morris  
FLYC Secretary 2022  
P. O. Box 14  
Pine valley, NY 14872

See you soon!

- Sue, FLYC Secretary

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SV Sails Call

## From the Treasurer



by Denis Kingsley

We are solvent. Cold, but solvent.

- Denis, still cooking the books.

SV Tark

## Socially Speaking

by Denise Trondsen & Cindy Swank



new Social Committee Co-Chairs. *[And that's Denise's daughter, Ella, in the photo with her. -Ed.]*

At this moment, we are bracing for bitterly cold weather and can't help but dream of spring and the warm breeze it brings with it – because that means it will be time for another fun filled year with the Finger Lakes Yacht Club! I know I personally enjoyed meeting so many wonderful people that make up this great club and look forward to great times ahead.

### Introducing...

Happy 2022! With a new year come new changes. I am happy to introduce myself, Denise Trondsen, and Cindy Swank as the

SV Ellawicious & SV China Doll

For those that were unable to attend the Commodore's Banquet and Annual Meeting back in November, we were treated to a beautiful evening to cap off our year where we enjoyed sharing stories of our summer of adventures. *(See photo on page 5.)*

In the coming months we will be posting the 2022 summer events calendar filled with our monthly cookouts and other annual activities. However, we also welcome any new ideas you all may have to make this another memorable year on Seneca Lake!

In the meantime..., stay warm and stay healthy!

- Denise & Cindy

Contact: Denise 607-742-9051  
Cindy 570-244-5549  
Email both at [social@flyc.us](mailto:social@flyc.us)



## 2021 Annual Meeting



The photo above did not make it into the December issue of Port Tacks, but from everyone's smile, you can tell a good time was had at the FLYC Annual Meeting back in November!

Photo subjects:

1. Jim McGinnis
2. Denise Trondsen
3. Ella Trondsen
4. Bill Trondsen
5. Gary Murrelle
6. Mike Crouse
7. Cliff Geer
8. Nancy Geer
9. Tom Taylor
10. Marcia Taylor
11. Jim Morris
12. Christa Wolf
13. Sue Morris
14. Maggie Martin
15. John Chesbrough
16. Terry Stewart
17. Katie Alley

18. Tom Alley
19. Denis Kingsley
20. Nancy Sisbarro
21. Don Swanson
22. Nancy Grossman
23. Scott Williams
24. Bill Holgate
25. Dirk Sears
26. Bob Sisbarro



# Village Marina Upgrades Their Travelift

Photos by John Chesbrough

In January the Village Marina took delivery of a larger travelift that will (hopefully) make launching and retrieving our boats easier. The lift was delivered and assembled and, aside from the much larger capacity, offers better control when a boat is suspended in its slings. Thanks to John for providing photos of the new equipment!

Plans are to sell the old travelift later this year.



*Photo 4: Delivery of the WGV's new travelift. This one is rated for 25 metric tons, or about 55,000 lbs.*



*Photo 5: "Front" view, fully assembled.*



*Photo 6: Note the operator's cab is closer to ground level.*



*Photo 7: View of the right side of the lift. Note that each set of blocks has its own winch, making it easier to level boats.*



# Why Do Clocks Run “Clockwise”?

By David Feldman

In baseball, horse racing, and most forms of skating, we are accustomed to seeing a counterclockwise movement. Is there any particular reason why clocks run “clockwise”?

Henry Fried, one of the foremost horologists in the United States, gives a simple explanation for this Imponderable. Before the advent of clocks, we used sundials. In the northern hemisphere, the shadows rotated in the direction we now call “clockwise.” The clock hands were built to mimic the natural movements of the sun. If clocks had been invented in the southern hemisphere, Fried speculates, “clockwise” would be the opposite direction

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*From the book, Why Do Clocks Run Clockwise? And other Imponderables, Mysteries of Everyday Life by David Feldman.*



# What Is the Difference Between “Flotsam” and “Jetsam”?

By David Feldman

Although they sound suspiciously like two of Santa’s missing reindeer, flotsam and jetsam are actually two different types of debris associated with ships. We rarely hear either term mentioned without the other close behind (and saying “jetsam” before “flotsam” is like saying “Cher” before “Sonny”). When we talk about “flotsam and jetsam” today, we are usually referring metaphorically to the unfortunate (for example, “While visiting the homeless shelter, the governor glimpsed what it is like to be the flotsam and jetsam of our society”).

At one time, however, “flotsam” and “jetsam” not only had different meanings, but carried important legal distinctions. In English common law, “flotsam” (derived from the Latin *flottare*, “to float”) referred specifically to the cargo or parts of a wrecked ship that float on the sea.



“Jetsam” (also derived from Latin – *jactare*, “to throw”) referred to goods purposely thrown overboard in order either to lighten the ship or to keep the goods from perishing if the ship did go under.

Although the main distinction between the two terms was the way the goods got into the water, technically, to become jetsam, the cargo had to be dragged ashore and above the high-water line. If not, the material was considered flotsam, which included all cargo found on the shore between the high- and low-water lines.

Actually, two more terms, “lagan” and “derelict,” were also used to differentiate cargo. “Lagan” referred to any abandoned wreckage lying at the bottom of the sea; “derelict” was the abandoned ship itself.

While insurance companies today have to pay out for flotsam, jetsam, lagan and derelict, the old distinctions once dictated who got the remains. Jetsam went to the owner of the boat, but flotsam went to the Crown. The personal effects of nonsurviving crewmen could become flotsam or jetsam – depending on how far the debris traveled and whether it floated.

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*From the book, Why Do Clocks Run Clockwise? And other Imponderables, Mysteries of Everyday Life explained by David Feldman.*

# Editor's Corner

by Tom Alley



## Something Wicked This Way Comes

Perhaps an odd title for a column? Depending on your generation, it could be referring to the line if Shakespeare's Macbeth as one of the three witches prophesy of an ill future. Of if you're a bit

younger, perhaps the book of the same title by Ray Bradbury comes to mind, in which a possessed traveling carnival comes to terrorize a small town. Or maybe you're of my generation, when during the late-70's something "wicked" was awesome and desirable. Since this is my column, I'm going with the last definition.

Very soon, the club's Board of Directors and Committees will meet to begin planning a "wicked" 2022 boating season. Expect to see another full calendar of races and a suite of social events with the club's trademark culinary delights and our signature informal and easy-going environment. While prior years are usually used as a template and starting point, there's always room to try something new. If we do choose to venture into uncharted waters, it would enable us to borrow another popular tag line from the 70's made famous by the folks at Monty Python: "And now for something completely different!"

SV Tomfoolery

Our close friends at the Finger Lakes Chapter of America's Boating Club ([www.ABC-FLX.org](http://www.ABC-FLX.org)) are also busy planning for some on-the-water events. Because of the relationship the FLYC enjoys with the Finger Lakes Chapter, FLYC members can enjoy discounts on courses that they offer as well as inclusion in their social events.

This year's events include their signature Sail class which includes on-the-water instruction aboard various boats in our marina. Whether you are a newbie or an old salt, I can guarantee you'll learn something new in that class. Plus, it's a lot of fun.

Also, a weekend rendezvous is being planned at Sampson Marina this summer, probably in the late July timeframe, so keep an eye on the event calendar in the next issue for the dates and consider yourself invited to tag along!

As for the 100 days (give or take) before we can enjoy something wicked, how about sharing a story with your fellow boaters? I'm always looking for items to publish, and what could be better than reading about boats while you're waiting for the weather to thaw or the bottom paint to dry?

- 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.

## January

21 **Deadline for newsletter articles.**

## February

01 **February Newsletter Publication Date.**

## March

05 **FLYC Planning Meeting.** Meeting of the Board of Directors to plan the 2022 FLYC Event Calendar. All are welcome. (1000) *Location TBD.*

19 **Deadline for newsletter articles.**

## April

01 **April Newsletter Publication Date.**

15 **Earliest possible launch date** (per slip contract).

## 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*

13-14 *\*Watkins Glen Italian Festival*

## September

10 *\*Seneca Yacht Club Barge Race, Geneva, NY (0900)*  
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.**

07-10 *\*Annapolis Powerboat Show.*

14-18 *\*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 \_\_\_\_\_