

THE DRUM

From the Commander

Charlie Fausold, N








The waters ahead of the Seneca Sail and Power Squadron are roiled with uncertainty. Like many of the civic organizations founded a century or so ago, USPS faces a future clouded by changing family structures, shifting population dynamics, evolving employment expectations and new social norms. These large scale societal forces have been chronicled by scholars and authors such as Robert D. Putnam in his book, *Bowling Alone* (Simon & Schuster, 2000). Like global weather patterns, they are not something we can easily influence.

Since we can't change the weather, the real question is, how do we respond to it? Do we just shorten sail, batten down the hatches and hope for the best? Or do we check our bearings, consult our charts,

and plot a new course?

At its April meeting the Executive Committee agreed to the latter course of action. We believe the time is ripe for SSPS to prepare a strategic plan to guide our future. This was only a preliminary discussion and many details are yet to be fully developed. However, the general idea is to organize several task forces to closely examine each of several major areas of interest and concern, gathering information and generating recommendations for further action. We also agreed that it would be important to involve as many of our general members as possible. Whether you have been part of the organization for many years or just starting out, we need your ideas.

We are well positioned to meet this challenge. Our squadron is healthy with active educational and social programs and a proud history of innovation such as on-the-water training. Our members include veterans who have served with distinction at the District and National levels of USPS, as well as newer members with fresh perspectives. Many have

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<p>Visit our web site: http://www.SenecaPowerSquadron.US</p> <p>Or LIKE us on Facebook:  http://facebook.com/SenecaPowerSquadron</p>	

impressive community and organizational leadership experience. We will need the ideas and suggestions of all to chart our future.

More details will be forthcoming, but please start thinking now about what USPS means to you, and how it might provide an even more meaningful and enjoyable boating experience for you and your family. As you do so, focus less on "what is" and more on "what might be."

Fair winds,

- Charlie

From the Executive Officer (XO)

By Mark Erway, Executive Officer

It is so refreshing to know that winter is finally releasing its grip on us and we all look forward to a new season on the water. As we peel the coverings off our boats let's look them over for things that need attention.



BEFORE YOU LAUNCH:

- Inspect and lubricate seacocks. Hoses and hose clamps should be inspected and replaced as necessary.
- Replace deteriorated zincs.
- Inspect prop(s) for dings, pitting and distortion. Make sure cotter pins are secure. Grip the prop and try moving the shaft - if it's loose, the cutlass bearing may need to be replaced.
- Check to make sure the rudderstock hasn't been bent.
- Inspect the hull for blisters, distortions and stress cracks.
- Make sure your engine intake sea strainer is free of corrosion and properly secured.
- Check the engine shaft and rudder stuffing boxes for looseness. After the boat is launched, be sure to check these as well as through-hulls for leaks.
- Use a hose to check for deck leaks at ports and hatches. Renew caulk or gaskets as necessary.

OUTDRIVES and OUTBOARD ENGINES:

- Inspect rubber out drive bellows for cracked, dried and/or deteriorated spots (look especially in the folds), and replace if suspect.
- Check power steering and power trim oil levels. Replace worn-out zincs.
- Inspect outer jacket of control cables. Cracks or swelling indicate corrosion and mean that the cable has to be replaced.

ENGINES AND FUEL SYSTEMS

- Inspect fuel lines, including fill and vent hoses, for softness, brittleness or cracking. Check all joints for leaks and make sure all lines are well supported with non-combustible clips or straps with smooth edges.
- Inspect fuel tanks, fuel pumps and filters for leaks. Clamps should be snug and free of rust. Clean fuel filters.
- Inspect cooling hoses and fittings for stiffness, rot, leaks and/or cracking. Make sure they fit snugly and are double-clamped.
- Every few years, remove and inspect exhaust manifold for corrosion.
- Clean and tighten electrical connections, especially both ends of battery cables. Wire-brush battery terminals and fill cells with distilled water.
- Inspect bilge blower hose for leaks

SAILBOAT RIGGING:

- Inspect fittings for cracks and rust. Inspect wire halyards and running backstays for "fishhooks" and rust.
- Remove tape on turnbuckles and lubricate threads, preferably with Teflon. Replace old tape with fresh tape.
- Re-caulk through-deck chainplates as necessary (generally, once a decade).

TRAILERS:

- Inspect tire treads and sidewalls for cracks or lack of tread and replace as necessary. Check air pressure. Don't forget the spare!
- Inspect bearings and repack as necessary.
- Test tail and back-up lights. Test winch to make sure it's working properly.
- Inspect trailer frame for rust. Sand and paint to prevent further deterioration.

MISCELLANEOUS:

- Check expiration dates on flares and fire extinguishers.

- Check stove and remote tanks for loose fittings and leaking hoses.
- Inspect bilge pump and float switch to make sure it's working properly.
- Inspect dock and anchor lines for chafing.
- Update or replace old charts, waterway guides.
- Check shore power cable connections for burns, which indicates the cable needs to be replaced.
- Make sure your boating license and/or registration is up to date. Don't forget your trailer tags.
- Review your boat insurance policy and update coverage if needed. Be sure you have fuel spill insurance coverage.
- Make sure you have a properly sized and wearable life jacket in good condition for each passenger, including kids and pets. Check

expiration date on auto-inflating units.

(USPS Boat Preparation Checklist)

USPS offers *free* Vessel Safety Checks. It only takes a few minutes and is done as a service to help you better understand and maintain your boat. Just give us a call.

Our Finger Lakes are incredibly beautiful. Let's practice safe boating so that we not only preserve our resource but also have a wonderful time enjoying it together.

See you on the water,

- Mark

From the Administrative Officer

By Ray Margeson, Administrative Officer

Although the turnout was a bit light, the Spring Launch Party was held at Fulkerson's Winery on April 13th - and we had a pleasant time chatting with some of those folks we hadn't seen since last year.

Of course, the Snow Birds still haven't come home so they were all missed.

The next event will be held on May 6th at Tag's in Big Flats. Terry Stewart (although absent for this meeting) is providing a DVD about Herreshoff yachts. Herreshoff produced seven America's cup winning yachts and their emphasis on yacht design goes back to 1890. Every winning America's Cup Yacht from 1893 to 1934 was built by the Herreshoff yard.

In addition to the interesting DVD presentation, we are presenting a new menu for the dinner - first off we will be going with ham and roast turkey to replace the sausages and chicken wings. Price will increase to \$22 - inflation and a better food selection drives this increase.

You should have already received my invitation to the May dinner meeting - if you didn't, either e-mail or call me with your e-mail address.

- Ray

One Hand for the Boat

By Jim Murrant, Author, "The Boating Bible"

As skipper, when you begin training your own crew, teach them something which every old sailor takes for granted, but which still needs to be passed on – the rule of ‘one hand for yourself and one for the boat’. It’s explicit and precise and invaluable. Once crew have learnt that they must first make sure of their own safety and then do whatever work is necessary, they have made the first step from landlubber to sailor. Everybody has seen the willing crew who has hardly been to sea before, and really wants to help, but fouls everything up. He or she can’t keep their balance, or gets thrown from one side of the boat to the other when there is the slightest lurch, whereas the experienced sailor has a handhold or has short-clipped his harness so that the work can be safely undertaken.

Keep that rule in mind until it becomes second nature. Major injuries that occur during heavy weather are usually caused by somebody having forgotten that adage. By climbing out of a berth without a good grip they are thrown across the

cabin, or by coming up the companionway without having their safety line clipped on they are thrown into the cockpit, or even into the sea. It is hard to make the inexperienced sailor understand that the most dangerous place in the boat is at the foot of the companionway stairs, inside the boat.

Invariably conditions seem much calmer down below than they are on deck and the person about to climb the steps is going from a safe environment to a dangerous one. Crew members are not always fully alert to that so it should be standard practice that people coming up from below pass up their safety hook to someone on deck to be clipped on to the lifeline before they actually begin their ascent.

Excerpt from The Boating Bible, pg 86-87, Sheridan House, Inc., Copyright © James Murrant 1991.

Educational Updates

By Tom Alley, Education Officer

Congratulations to the seven students who recently passed the new Marine Electrical Systems (ES) course in March! Way to go, Ray, Lynn, Mark, Dennis, Don, Chuck and Tom!

For the first time in many years, our Seamanship course was undersubscribed and had to be cancelled. As a result, we will adjust the schedule of the Sail course to include material normally covered in Seamanship and see what interest that generates.

The Sail course will now begin on Friday, June 21st and will continue through the end of August (11 weeks). Anyone interested in attending should contact me *as soon as possible*. If it turns out that folks are “all sailed out” this will give us some time to explore something different for the second half of the summer.

For most squadrons, the summer provides some “down time” for the educational staff. The opposite is true here at Seneca because of our on-the-water program.

The beginning of the boating season also signals the beginning of planning for our fall and winter courses. If there is a class or seminar you would be interested in attending, please let me or any of the Bridge officers know!

Information about all of our courses is available on the squadron web site or by contacting me by e-mail at seo@SenecaPowerSquadron.US or by calling me at 607-377-6262.

Member Profile – Charlie Fausold

With this issue we begin a regular feature, Member Profiles. First up is our current Squadron Commander, Charlie Fausold, N.

Tell us a bit about yourself

I am employed by Cornell University and live in Watkins Glen with my wife Helene. We have two kids in college. I grew up in the area, and our family has had a cottage on Seneca Lake since I was a boy.

What type of boating do you like to do?

We have a Penn Yan runabout, a trailer-sailer, a smaller sailboat and a couple of kayaks. They are all fun depending on mood and the variable conditions Seneca Lake presents each day. I also enjoy restoring older boats.

What is your most memorable “sea story”?

One year not long after we had graduated to a “real” sailboat my teen-age daughter and I were participating in the Finger Lakes Yacht Club Commodore’s race to Lodi Point. As usual we were trailing the field when dark clouds suddenly appeared over the western horizon and a white squall was quickly bearing down on us. Veteran Seneca Lake boaters know the feeling. My daughter said “Bye Dad” and ducked below. I doused the sails, turned on the motor and rode it out. Fortunately it didn’t last long and we were soon on our way again to Lodi, but it took awhile for my heart rate to return to

normal.

How long have you been involved with USPS?

I first joined in 2006 and started taking courses soon thereafter, progressing up through Navigation and most of the electives. I am also a certified Inland Navigator. I joined the Bridge as Executive Officer and currently serve as Commander.

Why do you belong to USPS?

Certainly one reason is to learn more about boating. I may not ever need to navigate by the stars, but the subject is fascinating and I have found that the USPS materials and instructors are excellent. The social interaction is also important. Boaters are great people and it is always fun to get together with other folks who share a common interest. Finally, I think it is important to try and help make our waterways safer and more enjoyable for the people who use them.



SENECA SQUADRON NEWS

ON THE LIGHTER SIDE

I would like to share a personal experience with my closest friends about drinking and driving.

As you well know, some of us have been known to have had brushes with the authorities on our way home from an occasional social session over the years.

A couple of nights ago, I was out for an evening with friends and had a couple of cocktails and some rather nice red wine. Knowing full well I may have been slightly over the limit, I did something I've never done before – I took a cab home.

Sure enough, I passed a police roadblock but, since it was a cab, they waved it past.

I arrived home safely without incident, which was a real surprise; as I have never driven a cab before and am not sure where I got it or what to do with it now that it's in my garage. ☺

Why Is The Starboard Light Green?

By Bill Hempel, USPS Marketing/PR Committee

Hopefully, every boater knows that the port side running light is red and that the starboard side light is green. The standard of having the red light on the left and the green on the right comes in handy after dark when boaters can determine the movements of other vessels based on the visibility of these lights.

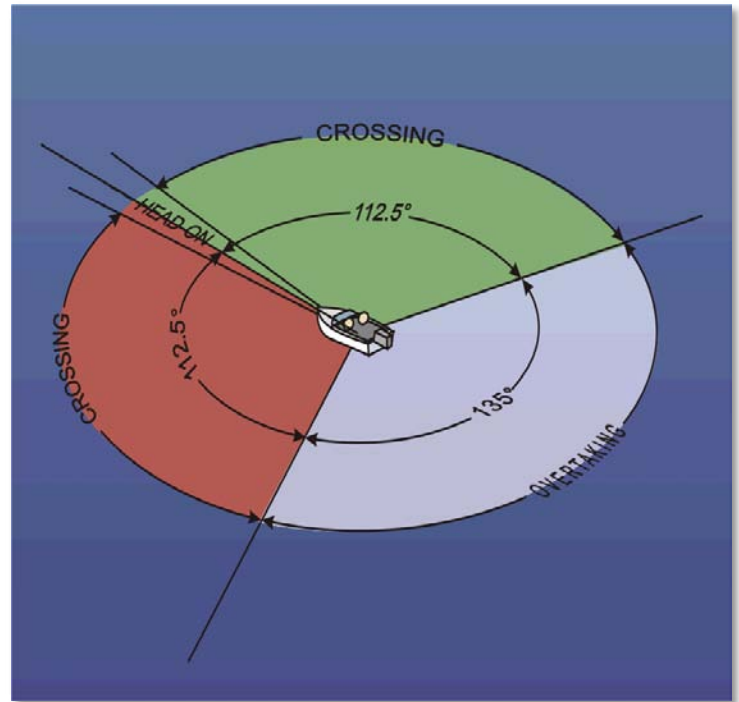
In addition, the green light also indicates which boat has the right of way over the other. Anyone that has ever participated in a sailboat regatta is familiar with the resounding calls of "Starboard" as the skippers declare that they have the "right of way" due to being on a starboard tack.

To understand how these terms evolved, one must delve deeply into the boating days of yore. Viking vessels were steered by a paddle or board inserted in the water called a "styra." Most folks being right-handed, the steering board was always located on the right side of the ship and the term "styra" became associated with the right side. Norsemen later used the same term for a board steering larger vessels. The word styra evolved into today's English term "starboard."

Because the steering was located on the right side of the vessel, captains tied the left side to a dock to avoid damaging steering mechanisms. Thus, the left side became known, in English, as the port side, because beyond the dock was a port town.

Now, about those lights... The practice of assigning vessel priority in crossing situations grew from the fact that vessels often had items in the ship's center that blocked the helmsman's view. Because the boat's steering was controlled from the right side, he could see vessels on the right; therefore vessels on that side were given a green light - both figuratively and actually. Those vessels could safely pass in front of the steering person's vessel.

Conversely, the left side was assigned a red light - again, both figuratively and actually. This evolved from an understanding that helmsman's view of the left side from his right side station, were often blocked from his view by deck hands, cargo, and



sails. So, these "out of sight vessels" gave way to the helmsman's vessel. Much of maritime traditions about the right of way are the same today, with the addition of colored lighting to assist in identification.

It's always interesting to delve into maritime history to discover the traditional reasons behind our modern practices. These little tidbits of information can help us remember the red and green lighting conventions and which vessel is "stand on" and which is "give way" between approaching boats.

To learn more about those important "Rules of the Road", seek information from the members of the United States Power Squadrons® who tell us: "Boating is fun... We'll show you how". Go to their website at www.USPS.org for courses and seminars in your area.

*Lt. Bill Hempel
Senior Feature Writer*

For more information, contact Greg Scotten at gscotten@comcast.net

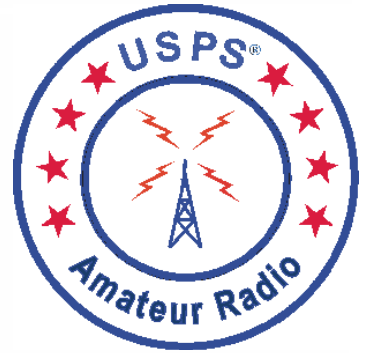
USPS ARC Celebrates 100th Anniversary of ARRL and of USPS

By Donald Stark, USPS Amateur Radio Club

1914 was a great year. In that year Roger Upton joined with others to form the United States Power Squadrons. In the same year, 1914, the American Radio Relay League (ARRL) was founded by Hiram Percy Maxim to assist amateur radio operators in passing radio messages. Both organizations have as their core community service and education. Both organizations encourage their members to practice high standards of operating skill. Both organizations have commanded great respect in their fields: USPS in boating education and ARRL in radio technology and operating skill. ARRL and USPS have worked together on several fronts through the past several years. We know that radio communication is a key element in boating enjoyment and safety. Amateur Radio has a special role for those traveling offshore.

To celebrate this dual 100th anniversary, members of the USPS Amateur Radio Club have joined together with ARRL in operating a special event radio station in Newington, CT, at ARRL Headquarters. They will be operating the Hiram Percy Maxim Memorial Station, W1AW on 1 & 2 June 2013. Coincidentally, 2013 is the 75th Anniversary of W1AW. It is a triple celebration!

We welcome all USPS licensed amateur radio operators to join us in Newington to assist in operating the station, one of the finest in the world. W1AW has three separate studios and many can operate at the same time on multiple frequencies using a variety of modes. With your help, we will make this one of the featured events of this 100 year celebration.



If you can't join us in person, please join us on the air. We will be operating Single Side Band (SSB) from 0900-1700 EDT on 7.265, 14.265, 21.365, and 28.365 MHz. We look forward to contacting hams around the world during this special celebration.

For more information or to volunteer as an operator, please contact P/D/C Donald Stark, JN, N3HOW, at donstarkn3how@gmail.com.

The USPS Amateur Radio Net can be found at 14.287 MHz every Saturday at 1700 GMT.

What is a Merit Mark?

By Charlie Fausold, Squadron Commander

A Merit Mark is awarded by the Chief Commander, upon recommendation of the Squadron Commander, to recognize members who further the achievement of USPS interests, programs, and objectives. They are awarded on the basis of substantial personal effort in areas such as teaching, serving actively on committees, working on publications, and assisting at events.

Only one merit mark may be awarded per year, no

matter how substantial the contributions. A certificate is issued, and special insignia may be worn on uniforms.

Upon receiving five merit marks, the title of "Senior Member" is awarded. With 25 merit marks, the title of "Life Member" is awarded and membership dues are usually waived for, well, life!

Member Profile – Tom Alley

Next up in the profile series is our Squadron Education Officer, Tom Alley, SN.

Tell us a bit about yourself?

I was lured to this area by an employment offer from Corning Incorporated a little over a dozen years ago. Bringing my wife, Lisa, along was easy because she grew up in Painted Post and many of her family and friends still reside in the immediate area. Prior to this we lived along the shores of Lake Ontario north of Niagara Falls, NY. We met in college at the University of Buffalo.



We have two children. The oldest will be starting high school in the fall and the youngest will be in 4th grade.

What type of boating do you like to do?

My passion is sailing. I get considerable satisfaction from racing, cruising, day sailing as well as simply sitting at the dock and “marinating” in the marine environment. I enjoy single-handing on occasion, but I also enjoy the opportunity to share boat time with friends.

I consider working on my boat to be as fulfilling as sailing her. After a week of dealing with technical and political challenges at work, it can be extremely therapeutic to varnish some brightwork on a Sunday afternoon. (...unless, off course, the wind is just “perfect” for some on-the-water therapy!)

What is your most memorable “sea story”?

After over 25 years of regular sailing, I have acquired a collection of yarns and tales to tell. One of my favorites is when we were crossing Lake Ontario on a return trip from Toronto. The VHF suddenly blurted out, “Securité, securité...” with the USCG issuing a warning of debris in the water

that was threatening small craft. The latitude and longitude of what turned out to be a picnic table were given. Since this was in the days before GPS, I went below to check the chart while Lisa took the helm. Turns out the coordinates were nearby. Fetching the binoculars I looked over the port rail and, low and behold, about 100 yards away was a small flock of sea gulls – *standing* ankle-deep in the middle of the Lake Ontario. Guess we found it!

How long have you been involved with USPS?

Stated briefly, a long time. Lisa and I both joined in 1989 after buying our first boat. By 1993 I had my JN and became the SEO of the Niagara Squadron, a post I held until I moved to the Corning area. By 1995 I had achieved the grade of “Navigator” along with getting my USCG 100-ton Master. In the fall of 2000 I was awarded with my “full certificate,” which would later come to be known as “Senior Navigator”.

A few years after coming to the Corning area, I was invited to lunch with Merrill Sproul and Will Kirnie. I would later learn that the mere presence of both of these men in the same room results in nothing but trouble. By the time the meal was over I discovered that I had been “volunteered” to become the next SEO for the Seneca Squadron, a post I still hold nearly a decade later.

Moral: If you ever get invited to a lunch with Merrill and Will, RUN (don’t walk) in the opposite direction! ☺

Why do you belong to USPS?

I joined the USPS because I was curious to learn how this celestial navigation “thing” worked. I stayed because I’m thoroughly enjoying myself.

I had a lot of wonderful mentors as I was learning the ropes and figuring out how to make a sailboat go where I wanted as opposed to where the wind was blowing. My goal is to be equally generous and effective in “paying forward” the many gifts of edification and inspiration that I’ve received from others.

Seneca Squadron Calendar

By the Seneca Squadron Executive Committee

January

- 15 Bridge Meeting (Kingsley's, Horseheads)
20 Change of Watch (Holiday Inn, Elmira)

February

- 12 Bridge Meeting (Kingsley's, Horseheads)
15-16 D6 Spring Council (Ramada Inn, Geneva)
23 Deadline for Drum Articles

March

- 03 Mall Boat Show Setup (Arnot Mall)
04-11 Mall Boat Show (Arnot Mall)
11 Tear Down Boat Show Booth (Arnot Mall)
12 Bridge Meeting (TBD)
22 *First Session Boating Class (Big Flats Community Center, Tentative)*

April

- 5-7 Spring Conference (Ramada Inn, Ithaca)
9 Bridge Meeting (TBD)
13 Spring Launch Party (Fulkerson's Winery)
13 *Second Session Boating Course (Big Flats Community Center)*
24 Deadline for Drum Articles

May

- 6 Dinner Meeting (Tag's, Big Flats)
14 Bridge Meeting (Kingsley's)
18-24 Safe Boating Week
24 File Historian Report

June

- 11 Bridge Meeting (TBD)
21 Sail Class Begins (Register by 5/15)
24 Deadline for Drum Articles
29 Partner in Command Seminar (TBD)

July

- 9 Bridge Meeting (Fausolds, Valois)
13 *Flare Up! (TBD)*
23-26 District 6 Rendezvous (Bonnie Castle Resort, Alexandria Bay)

August

- 13 August Bridge Meeting (TBD)
26 Deadline for Drum Articles

September

- 03-08 USPS Fall Governing Board (San Antonio, TX)
9 Monthly Dinner Meeting (TBD)
10 Bridge Meeting (TBD)
??-?? D/6 Fall Council (TBD)

October

- 8 Bridge Meeting (TBD)
??-?? Nominating Committee (TBD)
28 Deadline for Drum Articles
?? Oktoberfest (Fulkerson's Winery *tentative*)

November

- 05 Monthly Dinner Meeting (TBD)
??-?? D/6 Fall Conference (TBD)
12 Bridge Meeting (TBD)

December

- 03 Nominating Committee (TBD)
10 Bridge/COW Planning (TBD)
(One week early)
20 Deadline for Drum Articles

January 2014

- 15 Bridge Meeting (TBD)
?? Audit Books (TBD)
19 *Change of Watch (TBD tentative)*
25 Deadline for Drum Articles

February 2014

- 2 USPS Annual Meeting (Jacksonville, FL)

Calendars tend to be "living documents." For the latest information on squadron activities, please check our web site:

<http://www.SenecaPowerSquadron.US>

or our Facebook page:

<http://facebook.com/SenecaPowerSquadron>

for any last-minute changes.

Seneca Squadron – Who's Who?

Not sure who to contact with questions or suggestions for *your* squadron? Well, here's a list to get you started!

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 607-725-0373

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 607-358-4409

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 607-769-8604

Membership Chair: Carrie Sproul
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 607-562-3334

Public Relations Officer: (Volunteer needed!)

Executive Committee Members:
 Dennis Kingsley Terry Stewart
 Pat Jackson Jerry Tinz

The Seneca Sail & Power Squadron, a unit of the United States Power Squadrons, is an organization dedicated to the advancement of responsible and safe boating through continuing education and social interaction.

THE DRUM

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Seneca Sail & Power Squadron Members