

# THE DRUM

## From the Commander

*Charlie Fausold, N-IN*



### Why We Do What We Do

A recent boating accident on Seneca Lake provides multiple opportunities for reflection on why we devote our time and expertise to the mission of USPS.

On Saturday night, October 5 an individual ran his 37-foot power boat onto shore at such a high rate of speed that it smashed through a dock, up onto the walkway, across a street, through the yard and into the porch of San Felice, a

century-old lodging establishment on Valois Point. The dock actually saved the boat and its three occupants, including a young child, from hitting a concrete retaining wall head-on. Fortunately there were no serious injuries. The skipper was charged with Boating While Intoxicated and Endangering the Welfare of a Child.

I know that area well, and upon hearing the news I assumed the boat was travelling north or south, parallel but too close to shore on a foggy night and hit the point where it juts out into the lake. But the night was clear, and it was evident that the vessel was headed due east, straight into land.

Space does not permit listing all the lessons illustrated by this incident, which follows only two years after a fatal accident under similar circumstances in Watkins Glen. But "Don't Drink and Drive!" is certainly one. Knowing your location and course at all times, even on the familiar waters of Seneca Lake, is another.

For over a century USPS has promoted safety on the water

**NOVEMBER 2013**

		
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and given boaters the opportunity to learn

## From the Commander (con'd)



we taught a special version of America's Boating Course (ABC3) for youth. All six students (ages 10-14) passed the course (as did one parent!) and earned their NYS boating certificates, and one is now taking Piloting. Observing the enthusiasm with which these young people approached both the classroom and on-the-water components of the course offers the hope that perhaps - if we start early - responsibility can be developed along with knowledge and competence.

Fair winds,

- Charlie

navigation and other necessary skills. I don't know how we teach common sense, but perhaps one place to start is by expanding our outreach to include a younger audience. At the end of August

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## From the Executive Officer (XO)

*By Mark Erway, Executive Officer*

Your local Squadron is hard at work on a strategic plan that is intended to keep us looking forward, growing and relevant as more and more people look to our local waterways for fun and recreation. I want to encourage



our membership to be part of this important work if someone asks you to be part of his or her team for a while. These aren't permanent teams, and you won't be signing on for an endless set of meetings. In fact, you may only need to answer some questions, as honestly as possible, so that we get a true feel for all our needs. With our CO leading us through this process, we will wrap things up this winter and are looking to implement them in 2014. This is OUR squadron, and OUR future as safe, educated and connected boaters. It will work only if all of us participate.

I wanted to share a portion of the District XO's comments that just came in the Deep 6. This speaks to our need as we look forward to 2014.

From our District XO D/Lt/C William A. Herrick, JN:

*"Marketing and Public Relations is a crucial function for our organization. Being the best kept secret in town is a sure-fire way to ensure our group's demise. The District's and your squadron's Public Relations Officer is an essential link to let the public at large know who and what we are and what we're doing to promote safe and fun boating."*

The Vessel Safety Check Committee, chaired by Iroquois' P/C Bruce King, is a highly visible part of Squadron activities. For many years District 6 has earned National recognition because of the work of our Vessel Safety Examiners helping boat owners recognize any safety deficiencies that their boat may have. This constructive examination isn't an intrusive activity to embarrass boat owners, but a positive effort to help boaters feel confident on the water.

## From the Executive Officer (con'd)

There are more committees under the Executive Department: Squadron Development, Liaison, Marine Safety, Boat Show, and Radio Technical. Each of these is charged with maintaining links with the District as a whole and the public in general. So what does all this have to do with you as a squadron member? Opportunity. Remember the triangle? Self-Education, Civic Service, Fraternal Boating Club. By working on any of these committees, either at the District or Squadron level, you fulfill the Civic Service leg. But, by your involvement, you also strengthen your squadron by demonstrating a willingness to work for the encouragement of boating safety and, by extension,

membership. That builds another leg of the triangle, Fraternal Boating Club, which reinforces the Self-Education leg, and around we go.

**The point is: Get Involved. Working with your squadron, even in the smallest way, strengthens us all.**

*SAFE BOATING!*

*- Mark, SV A Fresh Breeze*

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## Member Recognition

*By Charlie Fausold, N-IN*

The Seneca Sail & Power Squadron was pleased to recognize Carrie Sproul and present her with her 25-year membership pin.

Carrie has been very active in the Squadron for much of her tenure. Her most recent contributions include (but are certainly not limited to) her long-standing role as Membership Chair and her assistance with the Youth ABC class offered this past summer. It goes without saying that Carrie is always there to assist us with whatever logistics are needed to navigate the various committees and forms at the District and National levels!

Congratulations, Carrie, and thanks for all you continue to do for us!




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## From the Treasurer

*By Dawn Dowdle, Squadron Treasurer*

Seneca Sail and Power Squadron continues to be solvent.

The Squadron's annual audit is scheduled to occur in January.

*- Dawn, SV Irish Wake*



# Educational Updates

*By Tom Alley, Education Officer*

Our Piloting course is underway and off to a good start with a small, but enthusiastic, group of students. Once complete, this will pave the way to another Advanced Piloting class to be offered over the winter months. Once we complete the AP class, we should have a number of folks queued up for another session of Junior Navigation (JN) and Navigation (N), our celestial navigation offerings.

This still leaves some openings for elective courses and seminars. What interests you? Send me your requests and, if we have several folks that share a common interest, we'll run a class or seminar on the topic!

Details as to what's queued up in our schedule so far:

## *Advanced Piloting*

The second course in a series of four dedicated to the art and science of navigation. Advanced Piloting builds upon the topics covered in Piloting and builds them to where the student can navigate with confidence in coastal and tidal waters. As before, GPS is assumed to be the primary tools but traditional navigational skills are honed to meet the demands of coastal environments.

- Prerequisites: Piloting & Seamanship
- When:
- Duration: 9 weeks
- Where:
- Instructors: Charlie Fausold and Terry Stewart
- Cost: \$70/student

## *Seamanship*

A course which takes subjects mentioned in the ABC class and covers them in greater detail along with providing practical, hands-on, on-the-water instruction and experience.

- Prerequisites: None.
- When: Fridays during May-June 2014
- Duration: 9 weeks

- Where: Big Flats Community Center & Watkins Glen Village Marina
- Instructors: Tom Alley & Others
- Cost:

## *Junior Navigation*

The first of two offshore navigation classes that will prepare you to cross oceans. While still utilizing GPS, this course provides the fundamentals of celestial navigation and shows you how to obtain your position utilizing the sun.

This course requires classroom work as well as fieldwork during which you will collect celestial observations needed to complete the course. The squadron will provide sextants if you do not have one.

- Prerequisites: Advanced Piloting
- When: Fall 2014
- Duration: 10-12 weeks

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



## Marine Electronics – The Digital Frontier

*Laptops, smart phones and tablets have saturated our lives to the point of becoming ubiquitous and as common as a wristwatch. These ultra-portable devices offer capabilities not even dreamed of a decade ago and are finding an increasing number of applications in all facets of our lives, including boating.*

*We want to make this column a regular one in this newsletter. To do so, we need your help. So, what's your favorite app? Tell us about it! - Ed.*

### *Navionics Marine & Lakes*

*By Mark Erway*

My favorite app to use is called Navionics Marine & Lakes for iPhone. I simply use it to log each trip, because a trip can be recorded as a separate "track". The information available for each track is: Track number, start and end times, which includes the date; total distance covered; total elapsed time; average speed and maximum speed. Each track can be archived and shared via email, Facebook or Twitter.

Each track can be viewed on a map, and each map is a vector chart, with soundings, chart information, navigational aids, even adjacent roads, and place names. It also has the ability to zoom in and out, and to place pins in order to determine distance and directional headings, plus a cross hair that can be placed over an object whereby you can query what the object is. It also tracks



you in real time and gives heading information.

The app also has quick reference connections to magazines and guides, weather and tides, as well as a number of map options, including the ability to set a "safety depth" along with different types of overlays.

It's a little tough to see an iPhone in bright daylight when there's a bit of a chop and the wind is blowing 15 to 20, so, that's why I mainly use it to keep a log of my trips. However, I am very pleased with the archived information that it contains.

#### App Specifics:

- Requires: iOS or Android device.
- Version 4.7.2
- <http://www.navionics.com/en/mobile-pc-app>
- Available online for \$9.99 plus in-app purchases.

### *Sailing Tactician*

*By Charlie Fausold*

Sailing Tactician is a smartphone app which helps sailing teams win regattas. It runs on iPhone, iPad and Android devices.



Sailing Tactician will help you prepare for the race start, navigate you through the race field and help you win the race by giving you accurate data about your current speed, position, heading, wind direction, VMG to mark /

## SENECA SQUADRON NEWS

### New Boating Law

A new NY State boating law was recently adopted that has implications for the US Power Squadrons.

Effective May 1, 2014, any individuals born on or after 5/1/96 are now required to successfully complete an approved course in boater education – such as the 8-hour course we offer - in order to operate a motorboat. Previously the requirement only applied to youth, and to adults operating a personal watercraft.

The Executive Committee will be evaluating the challenges and opportunities presented by this new law for our squadron.

## Digital Frontier (con'd)

wind, distance and time to the next mark etc.

Analyze your performance, replay your laps & see how other crews did - so you can do even better next time.

App Specifics:

- Requires: iOS or Android device.
- Version 1.0
- <http://www.sailingtactician.com>
- Cost: Free; \$4.99 enables premium features for 7 days.

## What Is Our Purpose?

*By Charlie Fausold, SV Morning Glory*

Not to get all metaphysical, but as a nonprofit organization under the laws of the State of New York the Seneca Sail and Power Squadron does have a specific purpose. Do you know what it is?

The answer may be found in our bylaws (which probably could use some updating to be more gender-neutral):

*"The object of this squadron shall be:*

- *To selectively associate congenial persons of good character having a common love and appreciation of yachting as a nationwide fraternity of boatmen;*
- *To encourage and promote yachting, power and sail, and to provide through local squadrons and otherwise a practical means to foster fraternal and social relationships among persons interested in yachting;*
- *To encourage and promote a high amateur standard of skill in the handling and navigation of yachts, power and sail; to encourage and promote the study of the science and art of*

*navigation, seamanship and small boat handling; to develop and promote instructional programs for the benefit of members; and to stimulate members to increase their knowledge of and skill in yachting through instruction, self-education, and participation in marine sports activities and competitions;*

- *To encourage its members to abide by recognized yachting traditions, customs and etiquette; and*
- *To render, and encourage its members to render, such altruistic, patriotic or other civic service as it may from time to time determine or elect."*

Wow, we do all that?

- Charlie

## (MORE) SENECA SQUADRON NEWS

### No More Paper Charts

NOAA's Office of Coast Survey, which creates and maintains the nation's suite of over a thousand nautical charts of U.S. coastal waters, today announced major changes ahead for mariners and others who use nautical charts.

Starting April 13, 2014, the federal government will no longer print traditional lithographic (paper) nautical charts. Coast Survey will continue to create and distribute other forms of nautical charts, including Print-on-Demand paper charts as well as electronic and digital formats. (Scuttlebutt)

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# Continuing Education

by "Sailor Joe"

*[Editor's Note: A local sailor, whom we will simply call "Joe", volunteered this story to highlight a recent experience of his and to share the learnings he gained from it. Please take a moment to read it and reflect. I'm sure many of us have similar tales of our own. - Ed.]*

I consider myself a novice sailor, but my ego took over and I decided to race my 14-foot Laser for the final club race of the season. Conditions were "lively", with northerly winds building past 20 knots. I immediately had problems launching from the ramp area and was pushed into the docks, where my sheets caught a cleat and pulled the boom from the mast.

Mistakenly, I thought upwind would be more difficult. The north wind was giving swells of 2 feet, though they seemed like 3, and they were changing direction left and right. I had trouble tacking at first as I rode the start line. I waited for the fleet to start then followed and separated from the pack, sailing to the east side of the lake.

By the first tack it felt exhilarating and halfway back across the lake I capsized. (Not unusual for a Laser.) I swam around to the centerboard and the waves and wind started to pull the boat away. With a jacket and vest on, it takes longer than expected catching up to the boat. I grabbed the centerboard, put my feet against the hull, and noticed the boat did not right as easily as in calm water.

The boat righted, I climbed up on the windward side and the boat spun around with me now to the leeward side and re-capsized. Again, I swam around staying closer to the boat this time and righted it again, but twice more the boat spun and re-capsized. I felt some fatigue and a tingling of panic, swam around and mounted the centerboard as though I was going to right it, but instead I held on. It felt good just to be stable and holding on to something solid.

I collected my thoughts, realized the water was cool to cold (about 65°F), and thought of friends who had capsized in this lake during a cold January some years past. I looked around and then realized I was way offshore; all the other sailboats were on the west side of the lake and I was sure no

one could see the distress I was in. I decided I needed to right the boat and quickly climb aboard before it spun. I righted it, mounted and could somehow sense how to keep it from spinning and got hold of the rudder and, this time, remained upright.

The mainsheet had pulled out of all the blocks and was dragging off the port. I turned the rudder, and was able to catch the sheet. I pulled the sheet in, but the boom was pointing forward like a spinnaker pole and that was the only way to maintain stability. Oddly enough, this seemed to give me forward motion.

Running proved more difficult, as the Laser tends to yaw/oscillate left and right going downwind and it was exaggerated by the waves. I was unable to go straight downwind so I headed for the west shore, beached behind a cottage, and re-rigged the main sheet. In retrospect I also should have reefed the main.

I launched easily, but had trouble with the southerly waves rocking and oscillating the boat, so I let the mainsheet out as far as possible, and was able to get close to the jetty entrance, but was pushed to the east, the boat started to turn on its own with the sheet crossing over the front of the mast to the wrong side, but I got her to turn back, tacked and came in smoothly, yet fast to the beach without further incident.

I did not properly assess the risks, stay with the fleet, reef, make sure the boom and mast connection could not pull apart, understand how the boat will quickly drift with waves and wind, how slow you swim wearing a vest, know the boat will spin to the leeward side when righting or how to prevent it. (I'm still not sure how I did it).

Correctly, I gathered my thoughts, but was lucky to have time to do so, and I sailed the boat with makeshift rigging. I practiced capsize drills many times, but there's nothing like bad conditions to shake up your confidence.

Today, I feel both lucky – and stupid.

- Sailor Joe

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## Continuing Education (con'd)

### *Editor's Afterword*

Joe's story underscores our commander's message of "Why we do what we do." To Joe's credit, once he realized he was in trouble, he did all the right things to get himself back to safe harbor. He didn't panic. He thought things through. He applied his skills and experience to getting himself back to shore.

Most importantly, he admitted he made a mistake and, *commendably*, he decided to share it with his colleagues so that others could learn the lessons he did. (Would you do something like that?)

So what are the lessons, exactly?

**Know limits: Yours and your boat's.** Once you know them – push them. The best way is to sail with more experienced skippers and to observe what they do. Then try it on your own boat later on. The best forum for this is your local club races. Without exception, when I've asked the various world-voyagers I've met over the years about how they gained the experience and confidence to venture offshore, they have all responded with: "Joining in the weekly club races."

**Have a plan.** This isn't an item on a to-do list that gets checked off once completed. Rather, it's a continuous process you, as skipper, follow every time you step aboard your vessel. It involves asking yourself, "What if...?" What if I fall off the dock? What if I fall overboard? What if I injure myself while underway? What if my equipment fails? What if I lose electrical power? What if the wind dies? What if the wind increases? What if..., ad nauseam. You get the idea. If you can't answer the

question, then you have something to think about when you get back to harbor.

Is getting an answer enough? No, not really. The next question is whether your proposed solution is feasible. Can you actually execute what you propose to do? How do you find out? You actually try it under controlled circumstances. Sail into the harbor on a good day. Try to get back onto the boat (with someone standing by, of course) on a nice day after you've been swimming. Practice man overboard drills with your crew. Rotate your crew so they know how to operate the boat in case you can't. The list goes on.

**Pay it forward.** No matter what you do, sooner or later you encounter a problem on the water. Something unexpected will happen and you will experience your own "life lesson". Again, our friend Joe sets the example. Once you're safely back ashore, it pays to review and analyze what happened. Ask yourself, "Why?" to each key event in the sequence leading up to and through your adventure. Eventually you will arrive at a root cause and, presto! The lesson will be clear and you will be one step closer to being the wise, experienced skipper everyone else wants to emulate.

Then, when you've had your "Ah-ha!" moment, share it with your friends so everyone can learn and benefit.

Thank you, Joe! We appreciate your story.

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*"Smooth seas do not make skillful sailors." – African Proverb*

*"Experience is a hard teacher. You get the test first, the lesson later." – Philip Coffman*

*"To reach port, we must sail – sail, not tie at anchor – sail, not drift." – Franklin Delano Roosevelt*

*"The pessimist complains about the wind; the optimist expects it to change; the realist adjusts the sails." – William Arthur Ward*

*"A ship in port is safe, but that's not what ships are built for." – Admiral Grace Murray Hopper*

*"Experience is the name every one gives to their mistakes." – Oscar Wilde*

*"Nobody made a greater mistake than he who did nothing because he could do only a little." – Edmund Burke*

*"Money can't buy you happiness, but it can buy you a boat big enough to pull up right alongside it." – Unknown*

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## Seneca Squadron Calendar

*By the Seneca Squadron Executive Committee*

### January 2013

- 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 (Kingsley's)  
24 Deadline for Drum Articles  
29 Partner in Command Seminar (TBD)

### July

- 13 *Flare Up! (TBD)*  
16 Bridge Meeting (Fausold's, Valois)  
23-26 District 6 Rendezvous (Bonnie Castle Resort, Alexandria Bay)

### August

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

### September

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

### October

- 15 Bridge Meeting (TBD)  
??-?? Nominating Committee (TBD)  
19 Oktoberfest (Fulkerson's Winery)  
28 Deadline for Drum Articles

### November

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

### December

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

### January 2014

- 14 Bridge Meeting (TBD)  
?? Audit Books (TBD)  
19 Change of Watch (Holiday Inn, Elmira)

### February 2014

- 2 USPS Annual Meeting (Jacksonville, FL)  
21 Deadline for Drum Articles

*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.*

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## Seneca Squadron – Who’s Who?

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

**Commander:** Charlie Fausold  
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**Assistant Education Officer:** Tom Taylor  
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 607-725-0373

**Secretary:** Jim McGinnis  
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 607-358-4409

**Treasurer:** Dawn Dowdle  
[treasurer@senecapowersquadron.us](mailto:treasurer@senecapowersquadron.us)  
 607-769-8604

**Membership Chair:** Carrie Sproul  
[info@senecapowersquadron.us](mailto:info@senecapowersquadron.us)  
 607-562-3334

**Public Relations Officer:** (Volunteer needed!)

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

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*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.*

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## THE DRUM

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Seneca Sail & Power Squadron Members