



THE DRUM

From the Commander

Charlie Fausold, N-IN



Like a vessel afloat, USPS squadrons require a crew – bridge officers and committee members, each with his or her own specific responsibilities – to function successfully. As with an onboard crew, there needs to be a periodic change of watch. People get tired. Vision dims. Energy wanes. Ideas get stale. Opportunities – or potential submerged reefs – get overlooked. The vessel – or the squadron – needs fresh thinking, new perspectives and renewed attention to the many tasks at hand.

This is the time of year when Squadron Nominating Committees take on the critically important responsibility of finding new members to assume leadership positions. To those retiring from their roles, or moving on to new ones, we say thank you

and job well done! To those continuing on, welcome back!

But we also need new folks to get involved. Our squadron receives welcome support from our District and National offices, but without involvement from local members not much happens. So if you receive a call inviting you to play a role in the squadron, please give it careful consideration. And of course you don't need to be invited! All offers of help and support will be gratefully accepted. Yes, some positions require a significant commitment. But others, such as helping out with a committee, are less taxing.

Elsewhere in this issue is a listing of squadron positions and committees and their responsibilities. Take a look, and if there is an area where you can help and would like to get involved please let one of the officers know. Many hands make light work as the saying goes, and it also makes things more fun!

Fair Winds,

- Charlie

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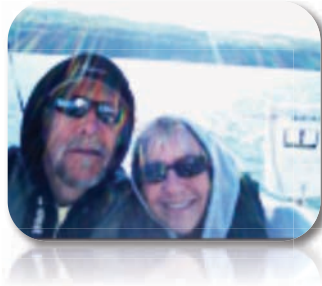


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From the Executive Officer (XO)

By Mark Erway, Executive Officer



This time of the year is full of special treats all around. Like, the beautiful hills, the gorgeous colors, the fruits and vegetables, the crisp mornings and clear days.

There are those times in September and October, for those of us who sail, that the wind comes roaring down the lake just right and the sailing is spectacular. Oh how exciting it is, when we can share it with loved ones and friends, or when we go solo and have an exciting time single-handing our boat.

How can it be the end of the season already? We've just gotten used to all our pier-mates, making new friends, seeing old ones, having meals on each other's boats, being in the races, traveling up the lake and back, trading stories, and helping each other out. The warm days have come and gone yet again, but the memories linger. The pictures and videos help us remember. We have the cold months ahead to spin yarns and plan for next year.

What precious gifts we have been given and can share. Simply gorgeous blue lakes; lush green hillsides; our B.O.A.T.s; our friends. But most of all is that we are able to live in this area, drive to the lake, launch our boats and get out on the water. And not only that, but all of us our stewards of our planet and of the fresh waters we enjoy here. According to Wikipedia, 71% of the earth is covered by water of which only 2.5% is considered fresh water. The other 97.5% of water is salt water. Let's always be mindful of what we allow into our waters and be mindful of how we care for and treat the air, the earth and the waters that sustain us.

As November approaches, and Thanksgiving Day comes around, let's remember to give thanks for what we have and the things we can do so freely.

As we watch the news it reminds me that life is very fragile, that the freedom we enjoy is a priceless gift paid for by men and women who serve this country in desperately difficult situations. Let's give thanks for them.

May our off-season be a blessed time as we winter over once more. Don't forget to check out the many educational offerings coming this winter as well as the dinner meetings where we can listen to and meet with other boating enthusiasts.

See you all soon!

- Mark, SV A Fresh Breeze

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The Seneca Squadron has been recognized once again, not only by the District, but also at the National level.

Seneca Squadron received recognition for placing first among the squadrons of District 6 in the number of Advanced Piloting graduates in the past year.

Our local squadron was also asked to present an update on the Junior Sailing pilot project undertaken this past summer by our Education Department. Two of our Junior Sailors, Katie Alley and Rolf Lewis, delivered a portion of the presentation and made quite a positive impression on those assembled. In fact, our Squadron (and specifically our Junior Sailors) have been invited by Assistant National Education Officer Don Fiander (who was in attendance) to present at the National Conference in Jacksonville, FL this coming January. Great job, Seneca Junior Sailors!

Educational Updates

By Tom Alley, Education Officer

Price Increase Alert!

Notice was received from USPS National Headquarters in Raleigh, NC that the price of course materials would be **increasing 10% on December 1st**. If you are considering taking *any* courses (whether they are mentioned below or not), let me know right away so we can order your materials at the lower price!

First, congratulations to Mark Erway, AP, for earning his Educational Proficiency Award, which was presented at the District Conference in early November.

Second, congratulations to our Junior Sailors, Katie Alley and Rolf Lewis, who quite thoroughly impressed the district and national representatives attending their presentation at the Fall Conference. Outstanding job!

On to more “mundane” business. Here are the courses that are being offered in the coming months:

Marine Navigation Systems

Exciting news: USPS HQ has announced the availability of the third and final module of the Marine Electronics series, “Electronic Navigation.” While the US version of the class is not yet ready, our friends and neighbors in Canada have made their course available to us. Anyone taking this course will receive credit for the third Marine Electronics module. If you are interested in taking this class, please contact me so we can schedule it.

- Prerequisites: None (MES and MCS recommended)
- When: Spring 2015.
- Where: Big Flats Community Center
- Duration: 9 weeks
- Instructors: TBD
- Estimated Cost: \$70 (USPS members)

Piloting

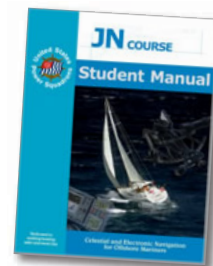
Piloting is the USPS introductory course to the art and science of navigation. This course takes a practical look at boat navigation in which GPS is the primary instrument used. The course will also teach you the traditional navigational skills needed for those cases when (not if) your boat electronics

should suffer some “performance issues.”

- Prerequisites: None
- When: Winter 2015
- Duration: 8 weeks
- Instructors: Jim McGinnis & Ray Margeson
- Registration Deadline: TBA
- Estimated Cost: \$95

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.

For those of you who have endured the intense pace of some of the other Squadron courses to get to this level, you will be relieved to know that we tend to kick our heels back a bit and take our time with this one. The class will start in the fall, but only meet every other week (and take some time off for the Holidays), with a finish date some time in the spring. In addition, this schedule will allow the course to finish up as the weather begins to moderate, providing you with more (and better) opportunities to complete the field work required.

- Prerequisites: Advanced Piloting
- When: Fridays. Starts mid/late-January 2015
- Duration: 12-16 weeks (meets every other week)
- Instructors: Tom Alley & Jim Morris
- Registration Deadline: 12/15/2014
- Estimated Cost: \$140-\$150

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

Educational Updates (con'd)

me at 607-377-6262.

Don't see something that interests you? Let us know what and we'll look into offering it!

One more thing: We have family discount plans. Ask me about it when you register and we can

discuss what is available.

- Tom

A Captain's Tale

Submitted by Charlie Fausold, SV Morning Glory

Note: At our September dinner meeting we were treated to a delightful presentation by Charles and Peter Honsberger about their adventures sailing along the coasts of California, Mexico and Central America. Following are entries from a journal kept by my ancestor, Capt. Ezekiel L. Curry, while following a similar route as a passenger travelling by steamship in 1855.

June 18, 1855 Left San Francisco 1:30 PM.

19 Saw a whaling bark.

20 Saw 3 whalers one of them chasing sperm whales.

21 Saw one whale. Passed Cape St. Lucas at 7PM fine weather.

22 Crossed the Gulf of Cal in fine weather.

23 Wind from South at 12 passed Manzanilla.

24 At 9PM spoke Pacific ends with strong gales from ESE.

25 At 5:30AM passed Acapulco. Wind ahead strong.

26 Wind ahead with rain squalls. Crossed the Gulf of Tehuantepec.

27 Strong head winds.

28 Strong winds. Rain squalls from SE.

29 Still squally. Some rain from ESE. Arrived at San Juan Del Sur and landed. Took mules & wagons for Virgin Bay. I went on a mule in the service train as a guard. Arrived at the Bay on the Lake at 6 o'clock PM. The natives had nearly all fled (or died) on account of the cholera.

The steamboat run off for fear of being taken by Walker's Expedition who are encamped at Revas 7 miles distant and we were detained until 2

PM of the 30th when we were taken down the lake by steamer *Central America*.

July 1 Crossing the lake. At midnight arrived at Castillian Rapids and lie by until 5 AM of the second, then proceeded down the river in a stern wheel boat and took steam ship *Northern Light* for N. York at 3 PM.

2 Rainy with strong breezes from NE. In the night 2 steerage passengers died with cholera and were thrown overboard immediately. At 8AM two more cases one a lady in the cabin Mrs. Pelby. Both died and were thrown overboard before night and at 10 PM a young man by the name of Russel died.

3rd Strong gales from NE. Rainy. Cholera still raging though not so bad. One case fatal. One still sick with it. A lady, but hopes of her recovery.

4th Fine weather, wind from E. At 8AM made west End of Cuba. Passed within 3 miles of the light house.

5 Fine clear weather. One lady sick in the cabin with cholera but no new cases this day and the passengers are in much better spirits. Saw a light house on one of the Florida Keys called Carys Fort Light.

6th Fine weather in the Gulf Stream. At 11 AM the Lady that has been sick 3 or 4 days died and was thrown overboard. Dist. run last 24 hr. 344 miles Lat .3028.

7th July All well. Fresh breezes from SSW at 12 ½. We passed Cape Hatteras Light 10 m Dist.

8th Commences with strong gales from SW. Clear and pleasant. Saw many coasting vessels. At 9 AM saw the land 10 or 12 mi. Dist. and 75 mi. from N. York. At 7 ½ PM arrived in N. York

- Charlie

Squadron Organizational Responsibilities

By Charlie Fausold, Commander

ELECTED POSITIONS

The Bridge Officers

Commander (Cdr)

- Presides at all squadron meetings including Executive Committee
- Represents squadron at District 6 functions and meetings
- Executes legal documents in the name of the squadron as directed by Executive Committee
- Makes appointments to non-elected positions with advice of Executive Committee
- Serves as *ex-officio* member of all committees except Rules, Audit and Nominating
- Submits reports and Merit Mark recommendations (unless delegated)

Executive Officer (XO)

- Generally responsible for "external affairs"
- Assists and acts in place of the Commander as needed

Administrative Officer (AO)

- Generally responsible for "internal affairs"
- Acts in place of the Executive Officer as needed
- Chairs Social Activities Committee

Education Officer (SEO)

- Leads the development and implementation of the education program
- Approves and recruits instructors, orders materials, submits required reports
- Supervises and administers exams

Assistant Education Officer (ASEO)

- Assists the SEO
- Leads development and delivery of ABC
- Organizes seminar program

Secretary

- Records and maintains minutes of Executive Committee meetings
- Maintains custody of corporate records and bylaws
- Maintains DB2000 and membership records
- Notifies active members of the annual meeting

including nominations for elected positions at least one week in advance

Treasurer

- Receives and disburses funds
- Maintains financial records
- Prepares interim and annual financial reports
- Submits dues reports
- Submits 990 and other required state and federal tax documents

Assistant Treasurer

- Assists the Treasurer

Executive Committee

- Bridge Officers plus up to 5 others (elected)
- Advises the Bridge, acts as a board of directors

APPOINTED POSITIONS

Public Relations Officer (PRO)

- Chairs Public Affairs Committee
- Develops and maintains social media platforms
- Develops and implements strategies to publicize squadron activities and programs

Public Affairs Committee

- Assists PRO with marketing and promotion of squadron activities

Flag Lieutenant

- Accompanies and assists the Commander as needed

Historian -

- Submits Historian's report to HQ
- Maintains squadron archives

Membership Chair

- Chairs Membership Committee
- Processes new memberships and renewals
- Maintains inventory of membership materials

Membership Committee

- Assists Membership Chair with recruitment, welcome and orientation of new members

Squadron Organization (con'd)

- Develops and carries out activities and approaches to encourage member involvement in squadron activities

Young Mariners Committee

- Advises Executive Committee on youth activities and programs

Social Activities Committee

- Assists the Administrative Officer
- Develops, plans and organizes social activities

Vessel Safety Check (VSC) Chair -

- Recruits and organizes VSC inspectors
- Submits annual reports to HQ
- Maintains inventory of decals and other materials

Nominating Committee (Chair elected at annual meeting to 3-year term)

- Develops proposed slate of officers and executive committee members for annual election



Audit Committee (Chair elected at annual meeting to 3-year term)

- Annually examines the financial records

Chaplain

- Gives invocation at events
- Represents and advises squadron as needed

Information Technology Contact

- Liaison to USPS HQ on technology matters

Newsletter Editor

- Solicits articles and columns, prepares and publishes bi-monthly electronic newsletter, The Drum

Webmaster

- Maintains squadron website



Junior Sailors Katie Alley, S & Rolf Lewis, AP, present their experiences of the Seneca Junior Sailing pilot to attendees of the District 6 Fall Conference.

A Study in Details – Part II

By Tom Alley, SV Tomfoolery

In the last column we analyzed the decision of whether or not to repower. Having made the decision to repower, this installment begins the phase of the project where we dismantle the existing installation.

OUT WITH THE OLD

Starting the Process: Removing the Old Engine

Because this project included changing the type of fuel used, it is much more extensive than simply replacing the engine. Practically speaking, the entire mechanical space in the boat needed to be modified or adapted to the new power plant in one way or another.



Before anything could be done, however, the old engine had to come out in order to make room not only for the new one, but also to gain access to a number of other things that would be replaced or overhauled. One advantage sported by the Alberg 35 is that it has relatively unobstructed engine access. (Note the word, “relatively.”)

Before anything serious can be done, the fuel tank needed to be emptied. This was done by sucking out the contents using a combination of hand pumps and a vacuum tank that you occasionally see used for changing engine oil. Both techniques were effective; the vacuum pump



seemed to take a little longer, but required much less physical effort than the hand pump. The stock fuel tank in the Alberg 35 holds 23 gallons of gasoline. Unfortunately, we had filled our tank in the fall in preparation for winter layup. Fortunately, the fuel we pumped out could be put right into the family vehicle and used there, eliminating storage and containment problems.

It took only a few hours to disconnect the Atomic Four from the boat. Attachments included the throttle cable, choke cable, shift cable, fuel line, the coupling to the prop shaft, a couple of hoses for cooling water, heavy electrical connections for the starter, and a handful of smaller electrical wires for the ignition and instrumentation. In my case, there was also a hard line connecting a mechanical oil pressure gauge.

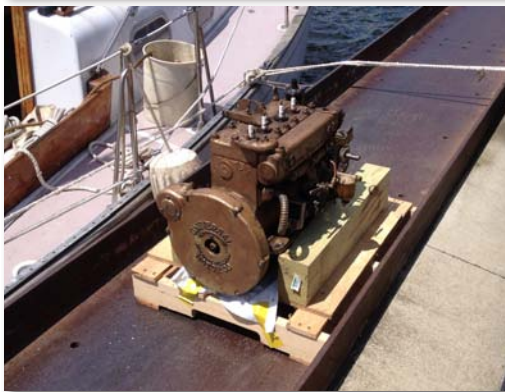
Four bolts connect the Atomic Four to the engine bed. The Alberg 35 did not have any type of shock absorbing mounts. (Which might explain why the engine seemed to run so loud?) Once these were loosened, only gravity was holding the engine in place. To make the lift easier, some of the heavier peripherals, like the alternator and starter, were removed from the engine. Ignition wiring was also removed in order to minimize the chance of it becoming entangled during the lift.

The Atomic Four has a single lifting eye on top of the engine. A small chain hook fits into this nicely and the lift point is well balanced. The boom was used as a lifting point and 4:1 block and tackle were used to lift the engine. The casting has a nice, flat bottom, so the motor is quite stable when it is set down onto a surface.

We did our lift in several stages. Step one was to slide the engine forward so it would clear the



A Study in Details (con'd)



bridge deck during the lift out of the cabin. Then we lifted the motor to the height of the countertops in the galley and then rested it on a sturdy board while we adjusted the block and tackle to make sure we had enough height to be able to get it over the sill

of the companionway. The next phase of the lift then put us through the companionway where we pushed the load out onto the bridge deck. The final part of the lift moved the engine from the bridge deck to the cockpit sole.

With the engine secured in the cockpit, we moved the boat to the slip used by our marina's travel lift (the dock is *much* sturdier there) and then used the boom as a derrick to pick up the motor and set it into a pre-made cradle on a small pallet for



transport home. After that, it was fairly easy to slide the pallet to the back of my van where four of us lifted the engine into the vehicle.

What proved to be much more difficult to remove was the fuel tank. While the hold-downs for the tank



were straightforward to loosen and remove, the fittings for the fuel pickup, vent line, and especially the fill pipe, were nearly impossible to remove. The fill pipe turned out to be a solid bronze nipple connecting the deck fill plate to the top of the Monel tank. After failing to loosen this fitting, a Sawz-All was eventually employed to convince it to separate. In the end, the nipple had to be cut free of the threads on the tank. Alas, even with the fittings removed, the tank did not fit through the cockpit locker opening, so some additional surgery was required to remove a lip in the opening through which we could then easily pass the tank. The good news is that the lip is easily glassed back in and will not result in cosmetic damage to the exterior of the boat.

Removing the Old Exhaust System

One of the more emotionally painful parts of this renovation was the requirement to remove the original exhaust system of the Alberg 35. My reluctance was not because of the pipe's location or the logistics of removing it, but because it was a work of plumbing art not seen on today's boats.

Built of solid (*really* solid!) copper, the system consisted of a double-



A Study in Details (con'd)

walled, water-jacketed dry exhaust line approximately 10-11 feet long. Water from the jacket was not injected into the exhaust stream until just prior to exiting the boat. The system was put in position prior to the deck of the Alberg being installed, so it had to be cut up and removed in three sections, each weighing about 20 lbs. (I told you it was solid!)

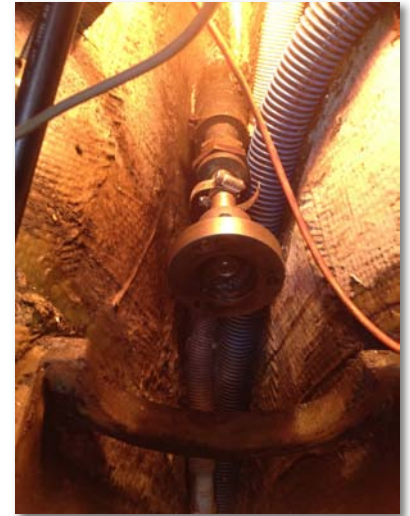


Cleanup on Aisle One!

With the engine and fuel tank removed, it was time to begin prepping the space. With at least 25 years of grime in places (the engine was last rebuilt by the prior owner in 1990), the mechanical space needed a good cleaning. With the boat back in her slip where shore power was available, the water heater was fired up and we used multiple loads of hot water and detergent to break down the grease and oil in the engine compartment. After scrubbing the worst of the dirt away, some time was spent cleaning up the wiring in the compartment. Since rewiring will be a future project for this boat, no attempt was made to get everything "just perfect".

Shaft Coupling Removal

A problem with the existing shaft coupling was that one of the Allen screws holding the coupler to the shaft had sheared off half way down in its socket. The keyway had also suffered some damage due to some play in the old coupler. A good portion of an afternoon was spent drilling out the old set screw so that the coupler could be removed from the shaft. A couple of hose clamps were put on the shaft to prevent it from sliding out. Fortunately, the prop shaft cannot slide out completely, but it can shift enough to jam the rudder and prevent the boat from being steered. (Don't ask how I know this!)



One thing I neglected to think of was securing the propeller shaft. Even though we did not have an engine, we did continue to sail the boat in local races and on a short trip up the lake to a nearby anchorage. On the trip up the lake, we had some ideal winds that got us up to hull speed for extended periods. This caused the propeller to "windmill" as we moved through the water. Other than creating a little bit of noise, this was not much of an issue, or so I thought. What it accomplished was to cause the hose clamps to slide down the propeller shaft, allowing the shaft to work itself further and further out of the boat. Fortunately, by this time I had installed the new shaft coupler, so the travel was limited and the shaft did not walk itself out far enough to jam the rudder or fall from the boat. Add this to the "lessons learned" list.

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Our fair sloop has now has its existing propulsion system removed. Look for the next installment where we begin the actual conversion process to switch fuel types and prepare the vessel for its new power plant.

- Tom

Seneca Squadron 2014 Calendar

By the Seneca Squadron Executive Committee

January 2014

- 19 Change of Watch
Holiday Inn, Elmira
- 26-2/2 USPS Annual Meeting
Jacksonville, FL

February

- 18 Bridge Meeting (1900)
Kingsley's, Horseheads
- 21 Deadline for Drum Articles

March

- 01 D6 Spring Council
American Legion, Newark
- 18 Bridge Meeting (1900)
Big Flats Community Center Conference Room
- 28-30 D6 Spring Conference
Batavia, NY

April

- 5-7 Spring Conference
Ramada Inn, Ithaca
- 15 Bridge Meeting (1900)
Location TBD
- 25 Deadline for Drum Articles

May

- 5 Dinner Meeting
Location TBD
- 20 Bridge Meeting (1900)
Location TBD
- 18-24 Safe Boating Week

June

- 17 Bridge Meeting (1900)
Location TBD
- 27 Deadline for Drum Articles

July

- 15 Bridge Meeting (1900)
Fausolds, Valois

August

- 19 August Bridge Meeting (1900)
Kingsley Residence
- 29 Deadline for Drum Articles

September

- 03-08 USPS Fall Governing Board
San Antonio, TX
- 8 Monthly Dinner Meeting
Tag's, Big Flats, NY
- ~~16 Bridge Meeting (1900)~~
Cancelled
- 27 D/6 Fall Council
Auburn, NY

October

- 21 Bridge Meeting (1900)
Location TBD
- ??-?? Nominating Committee
Location TBD
- 24 Deadline for Drum Articles

November

- ~~03 Monthly Dinner Meeting~~
Cancelled
- 07-09 D/6 Fall Conference
Holiday Inn, Waterloo, NY
- 18 Bridge Meeting (1900)
Location TBD

December

- 03 Nominating Committee
Location TBD
- 16 Bridge/COW Planning (1900)
Location TBD
- 19 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.

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!

Commander: Charlie Fausold
cmdr@senecapowersquadron.us
 607-535-4641

Executive Officer: Mark Erway
xo@senecapowersquadron.us
 607-215-1624

Administrative Officer: Ray Margeson
ao@senecapowersquadron.us
 607-732-0579

Education Officer: Tom Alley
seo@senecapowersquadron.us
 607-562-3909

Assistant Education Officer: Jim McGinnis
aseo@senecapowersquadron.us
 607-358-4409

Secretary: Jim Morris
secretary@senecapowersquadron.us

Treasurer: Marcia Taylor
treasurer@senecapowersquadron.us

Membership Chair: Sue Morris
info@senecapowersquadron.us

Public Relations Officer: Barry Lewis
pro@senecapowersquadron.us

Executive Committee Members:
 Dennis Kingsley Terry Stewart
 Pat Jackson Tom Taylor
 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

Attn: Editor
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Seneca Sail & Power Squadron Members