



# THE DRUM



A Publication of the Seneca Sail & Power Squadron

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## From The Commander

By Mark Erway, AP

It's March already!!!! And that means a lot to boaters and sailors because we'll get pretty busy over the next few weeks as each of us prepares to launch our pride and joy soon. Each of us is responsible for the physical condition of our boat(s), which directly translates to the safety and confidence for all those who boat with us or around us. Plenty of websites offer great checklists, such as: [http://www.boatus.com/seaworthy/spring\\_checklist.asp](http://www.boatus.com/seaworthy/spring_checklist.asp); or: <http://www.discoverboating.com/owning/maintenance/startup.aspx>; or: [sailboatowners.com/spring-prep-pre-launch-check-list](http://sailboatowners.com/spring-prep-pre-launch-check-list). There are even YouTube videos for those so inclined - [I/O Check list from Short's Marine](#).

Whatever your approach is, do it as well as you can. And then I'd like to personally ask everyone in the squadron to get a Vessel Safety check done for your boat – it's free, it's friendly and it's quick. It's not only for your own assurance, but it speaks to those around you as well. Contact our Vessel Safety Check Chairperson, Don Kloeber, at [VSC@SenecaPowerSquadron.us](mailto:VSC@SenecaPowerSquadron.us) and give him the following information:

- Owner / contact Name; email address & phone no. for response
- A brief description of your boat (size, sail, power, PWC, paddlecraft)
- Location of the boat
- (Note: it is not necessary for the boat to be in the water, please



indicate if you would prefer to have the inspection performed on a trailer and if you are able to bring the boat to the examiner)

- Any questions you might have regarding a VSC

If our dock-mates see that we get the safety checks, and believe in our own program, then they are far more likely to get one, too. So let's be an example, set a trend, and see what results might be achieved.

On February 20<sup>th</sup>, while in Orlando, I was able to attend two seminars at the National Conference that were focused on increased cooperation between the USPS and the U.S. Coast Guard Auxiliary. The overall theme is that our Coast Guard finds itself involved in homeland security issues and is thus short-handed in other areas. They also recognize the capabilities and resources of the Squadron and realize the need to partner with us.

One seminar was general in nature and cited our common goals of education, training and community service, noted how we share the Vessel Safety Check process, and pointed out that there is an official agreement between the two

organizations to see how we can greatly increase cooperation between our missions in the very near future. Sadly, the seminar also acknowledged the issue of trying to do OTW activities together and the impass caused by government regulations at this time.

The other seminar focused on an initiative called SERAT (Squadron Emergency Response Assistance Team). It was presented by Stf/C Jim Strothers, SN, of the Sanibel-Captiva Power Squadron, who is also one of the key players in writing the manual and getting the word out. Basically a SERATeam is composed of experienced Squadron members who have had some emergency response training and are knowledgeable about local waters. Their job is to assist the Coast Guard or local law enforcement units by supplying additional manpower that may be needed in certain situations. A team can start up with a minimum of two people and grow from there. More information is available from Jim by contacting him at [SERAT@SanibelCaptivaSPS.org](mailto:SERAT@SanibelCaptivaSPS.org).

Coming this summer, July 15<sup>th</sup>-18<sup>th</sup> is a "Rendezvous", open to all Squadron members. We will gather in Watkins and, over the next few days, will boat our way to Geneva and then on to Ithaca. You can be a part of any portion or all of the Rendezvous because there will be something for everyone, from young to well-seasoned and from new to salty, so please plan on joining in to make this a very memorable time for all. In other articles in the *Drum* you'll see a calendar of planning events beginning April 4<sup>th</sup> (first Monday in April) that will lead up to the Rendezvous. Please set aside the first Monday of April, May and June for these get-togethers where all members are encouraged to attend and help plan events that will make this memorable for us all.

Now, a word about membership. As I write this, Annie and I are in Orlando, and during our drive down, we utilized the Wyndham discounts and saved a ton on hotel/motel expenses. There is a whole page of discounts, 49 different ones altogether, if you look up 'member benefits' on the national web site. There you'll find deeply discounted services ranging from boat insurance to cruises to

navigational aids to LifeLock, to a prescription savings card good for up to 75% discounts. I just joined Boat US at 50% off the cost because of our USPS membership discount, and you ought to see the list of benefits just from their website, including discounted boat insurance! Simply utilizing just a few of these will more than pay for the cost of membership. So there is a financial component that will benefit you right off the bat.

But far greater than that, is the community of educated boaters, a community willing to share their hard earned lessons; a community that has a proven organized educational process; has a huge amount of resources that we can tap into; and is dedicated to making boating not only safe, but fun for professional and recreational boaters alike, from kayaking on inland waterways to crossing the oceans. If you approach USPS with a 'what's in it for me' attitude you can actually find a lot. Annie and I learned how to handle a sailboat; necessary knot tying/marlinspike and use of ropes/lines; how to rescue someone if they go overboard; how to properly fuel a boat; basic equipment needed on board; basic federal and state requirements; rules of the road; what the buoys and lights mean; how to use GPS and charts, and more. That's just some of the tangible stuff. Then there's the intangible. Annie and I found a hobby we could thoroughly enjoy. We took a number of the classes together and gained confidence in our abilities through our able instructors, (who have become friends). All along the way we were meeting other boaters, individuals and families, some of whom were farther along than us and others just getting started, but we all share the same love of being on the water and enjoying the incredible blue waters of the Finger Lakes region. After I found out what was in it for me came the discovery that others had begun asking how they could do it, too, so then began the process of giving back and sharing what others had shared with me. What's in it for me now encompasses what's in it for others and that has proved to be very meaningful and rewarding. Remember, our mission as members of the squadron is:

## The Drum

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- education,
- community service,
- fellowship.

Those three areas, properly balanced, means that membership will be a rich and rewarding experience.

By the way, my membership renewal notice came electronically, BUT I moved

it to my Squadron mailbox where I promptly forgot all about it until just now. Out of sight, out of mind. Don't do that, OK? Renew now and tap into those benefits.

A new season lies ahead and I can hardly wait to see what it will bring. It looks like we'll be meeting lots of new folks this summer!

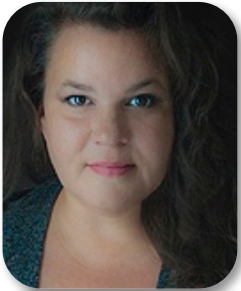
Regards,

- Cmdr. Mark  
SV F5

[cmdr@SenecaPowerSquadron.US](mailto:cmdr@SenecaPowerSquadron.US)

## From the Administrative Officer

By Rebecca Lewis



Hello to you all!

As many of you may have heard, this summer will see the return of the District 6 Rendezvous. The event is expected to take place July 15<sup>th</sup> – 18<sup>th</sup>. Seneca Sail and Power Squadron has been

asked to act as host for the first leg of this event. Participants will traverse the length of Seneca Lake to Geneva, then transit the canal to the north end of Cayuga Lake before sailing south to Ithaca for the event's conclusion.

As a host, Seneca Squadron will be responsible for receiving Rendezvous participants in Watkins Glen. Activities and entertainment will be provided in

Watkins Glen and during the trip up the lake to Geneva. Other D/6 Squadrons will handle events and activities in Geneva and beyond.

This is our opportunity to promote our successful Youth Sailing Program. We do not have much time to prepare so it is very important to have as many individuals as possible assist with details and delegation of duties in the following areas:

- Generating ideas/brainstorming
- Activities/educational opportunities
- Reserving parking
- Dockage
- Food/Entertainment
- Registration of attendees
- Reservation of room/Inn's/Hotels
- Shuttle transport of boaters from Ithaca

To make this task easier, "working dinners" are planned for the first Monday of April, May, and June. The meal will be a "dish-to-pass". Be prepared to choose from the following committees:

- Activities/Education
- Trailer Parking/Boat Dockage
- Food
- Registration
- Transportation

The first "Working Dinner Meeting" will be held Monday, April 4<sup>th</sup>, 2015 to put your great ideas to work. Your RSVP will be greatly appreciated.

Sincerely,

- Rebecca  
[ao@SenecaPowerSquadron.US](mailto:ao@SenecaPowerSquadron.US)

## From the Education Officer

By Tom Alley, SN



By the time this issue is published, many of us will be about 70 days away from getting our boats back into the water. For some, it will be much sooner due to the relatively

mild winter we've enjoyed this year.

Planning for the summer is already well underway. Our team of instructors and coaches are all hard at work getting ready for more on-the-water classes as well as another season of Junior Sailing.

An issue that the Education Department of our squadron wrestles with continuously is that of member interest. What subjects do our members want to learn more about? What classes are they willing to sign up for? Unfortunatley,

none of our instructors or Bridge members can answer that question without input from you, the membership.

A couple of years ago the Squadron commissioned a poll through SurveyMonkey.com and got some useful data. While interest in the core courses (Seamanship, Piloting, Advanced Piloting, Junior Navigation and Navigation) and the majority of our elective courses was down, there were a number of folks that asked if we could

run some sort of seminars on boat maintenance.

The National Education Department of the USPS does not offer courses like this, so several members of the Seneca Squadron got together and created a curriculum that would touch on many of the maintenance tasks that boat owners will, sooner or later, personally encounter. The result was an 8-week series of hands-on seminars on various aspects of boat maintenance and restoration. When the “classes” were finished, we were left with a completely refurbished Fleetwind 12 sailboat

(similar to a Sunfish). As many of you already know, the boat was then auctioned off at a fundraiser for St. Mary Our Mother Elementary School with the proceeds being split between the school and the Squadron. Win-win-win!

The point of all of this is that we control our own destiny. The Squadron will be what we make it to be. If there’s something missing, it’s up to us to fill the gap. With limited resources, however, we need to choose the gaps that will have the greatest impact when filled. That’s what makes your feedback so very important to all of us.

One bit of scuttlebutt that I’ve heard over and over is the lament of other boat owners on the difficulty of finding guidance on the care and feeding of diesel motors. Is this an area we should look into at creating the next series of seminars about?

I know I’m interested. What about you? Let me know. Please!

- Tom  
[SEO@SenecaPowerSquadron.US](mailto:SEO@SenecaPowerSquadron.US)

## Upcoming Classes and Seminars

*By Seneca Squadron Education Department*

### Advanced Piloting

A 9-week continuation of the Piloting class where students will expand on their skills to enable longer coastal voyages in tidal waters.

- **When:** Mondays beginning Apr 4<sup>th</sup>
- **Where:** Watkins Glen area
- **Instructors:** Jim McGinnis, Charlie Fausold, and Jim Morris.
- **Cost:** \$80
- **Registration Deadline:** Mar 8<sup>th</sup>

### Seamanship

A 9-week class to cover the basics of recreational power and sail boat handling. This is an overview class that will spend 4 weeks in the classroom and 4 weeks aboard various boats for some hands-on instruction. The final session consists of a written exam.

- **When:** May and June.
- **Where:** Classroom TBD. On-the-water session at Watkins Glen Village Marina.
- **Instructors:** Various.
- **Cost:** \$90
- **Registration Deadline:** Apr 8<sup>th</sup>

### Sail

An intensive 9-week class to cover the theory and practice of sailing. Students will spend 3 weeks in the classroom

followed by 5 weeks aboard various sailboats. After a review session, there will be a final exam at the end of the course.

- **When:** July and August.
- **Where:** Classroom TBD, On-the-water sessions at Watkins Glen Village Marina.
- **Instructors:** Various
- **Cost:** \$75
- **Registration Deadline:** Jun 8<sup>th</sup>

### Seamanship/Sail Combo Offer

The Seamanship and Sail courses complement each other nicely. Since we schedule them to run in tandem, why not sign up for both? To sweeten the deal, the Squadron will offer a \$10 discount for the package if you register for both classes at the same time. Students who have done this in the past have remarked that it was a great way to spend the spring and summer on the water!

### Junior Navigation

The Junior Navigation course is the USPS’s introduction to celestial navigation.

Part of this course involves a fair amount of field work to collect observations of the sun. In the past, this work was delayed until the end of the course, but this has proven to be impractical. As such, we will begin the course with the

field work required to build a sight folder in preparation for the classroom portion of the course. We will focus on collecting the sights necessary while the weather is still conducive to outdoor work.

We will meet at the Watkins Glen Village Marina where we can go out and take sights from various boats so that everyone can learn the proper techniques for handling a sextant and for collecting the sights needed in the course.

- **When:** Beginning Summer 2016.
- **Where:** Village Marina, Watkins Glen
- **Instructors:** Tom Alley and Jim Morris.
- **Cost:** \$150 (new students), Free for returning students.

Questions? Contact Tom Alley (see e-mail address below).

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**Policy reminder:** It has been our practice in the Seneca Squadron to offer scholarships to our outstanding students. If you receive a perfect score on the final exam of any of the Advanced Grade or Elective courses, the next course is on us! (In plain English: It’s free. No charge. Gratis. Got it? Good! Now sign up for one of our classes!)

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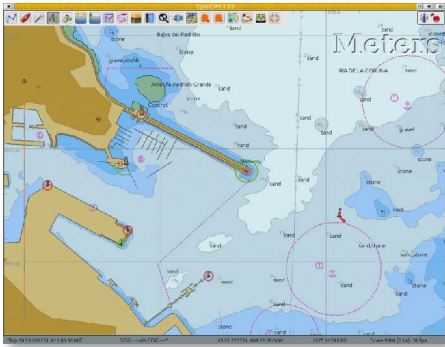
If there is a particular course you are interested in taking that isn't listed here,

please contact Tom Alley, the Squadron Education Officer, with your request:

[SEO@SenecaPowerSquadron.US](mailto:SEO@SenecaPowerSquadron.US)

## Software Releases, Updates, and Recommendations

### OpenCPN



Students of many of the USPS navigation courses (P, AP, JN and N) might remember getting a CD containing software called "The Captain." While this was great for people with Windows-

based computers, it left Mac and Linux users to fend for themselves.

The Captain has since been discontinued, but there is now an open-source version of this software that will run on Windows, Mac and Linux platforms. If you're looking for some navigation software and you're on a budget, here is something to look at, as the price is right: \$0.00!

OpenCPN is a free software project to create a concise chart plotter and navigation software, for use underway or as a planning tool. OpenCPN is developed by a team of active sailors using real world conditions for program testing and refinement.

The most recent stable version, [OpenCPN 4.0.0](https://opencpn.org/download), was published on January the 8<sup>th</sup>, 2015 and can be downloaded from [opencpn.org/download](https://opencpn.org/download).

This software supports most of the popular digital chart formats and will also interface with your on board NMEA electronics to provide real-time chart plotting capabilities.

One feature I particularly like is that OpenCPN has a plug-in that allows you to download U.S. charts, both vector and raster, also for free!

- Tom Alley

## US Navy Reinstates Celestial Navigation Instruction

By Charles Fausold, SN-IN

A recent story in the *Washington Post* reported that after a ten-year hiatus the U.S. Naval Academy is reinstating training in celestial navigation for midshipmen. At the same time the Navy is rebuilding a celestial navigation curriculum for Navigators and Assistant Navigators throughout the fleet as well as classes for ROTC programs. These programs had been abandoned for several years because of advances in GPS technology.

However, there was a growing recognition that although GPS is easier to use and more accurate, it is also more vulnerable to power outages, hacking and other threats. Having someone on board capable of using a sextant and navigating by the stars could be vitally important.

In our courses, the US Power Squadrons has always preached the importance of redundancy – having a "Plan B" in case of failure in an important on-board system. While we

teach boaters how to use a GPS, we have also maintained our courses in celestial navigation (Junior Navigation and Navigation) as well as in plotting courses on paper charts (Piloting and Advanced Piloting). While these are rigorous courses (the new Naval Academy program is only a 3-hour classroom introduction) the reversal of thinking by the Navy validates the continuing importance of this valuable skill as well as the wisdom of USPS educational policy in continuing to teach it.

# Seneca Squadron Scrapbook

Here is the story in pictures of our Boat Maintenance students as they restored a 1970's-era Fleetwind 12 sailboat this winter.



Mike Crouse, Tanner Kennedy and Pat O'Brien clean years of neglect from the hull of the boat.



The deck is wet sanded in preparation for filling and priming.



Pat O'Brien looks on as Henry Cabezas cuts a hole in the deck for a new access port.



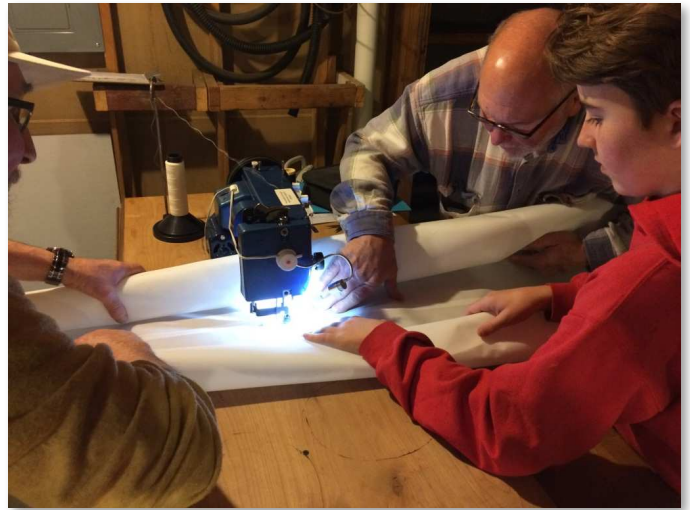
John Cheeseborough, Mark Erway and Ray Margeson inspect fiberglass repairs to the hull chine.



Ben Erway and Henry Cabezas wet sand the bottom following priming and painting.



Pat O'Brien, Denis Kingsley, Henry Cabezas and John Read repair a crack in the inner fiberglass skin of the hull.



Ray Margeson, Mike Crouse and Henry Cabezas help guide sailcloth through a sewing machine as they make the new sail.



Henry Cabezas, Denis Kingsley and Howard Cabezas apply the first coat of two-part urethane deck paint.



The completed project prior to auction. (The sail could not be hoisted all the way due to the ceiling height in the barn. We didn't go outside for the shot because it was snowing at the time. That wouldn't have been very "nautical"!)

The story ends with our stout little craft finding a home with a very excited family in Painted Post, NY. Look for her as she gets sailed on Cayuga Lake this summer!



Lynn Anstey (Susquenengo Sqdn.) helps apply non-skid to the deck.

## Working on *Hattie L* on the Hard

By Ray Margeson, AP

In her cradle right next to *Tomfoolery*, you would think that she would be happy to just snuggle down for the winter – but NO. Like any other watercraft, there are things that should be considered over the winter – and I harken to her call.

First – I decided not to drag those heavy batteries home over the winter like every year in the past. That means, at least once a month, or more often, connecting a power cord across the yard to provide power to the charger for the better part of the day. Now Tom Alley is smart. He plugged in and got Dirk to look after his cord over the winter. Me, I just plug it in and when my day is done, unplug. Honestly, my charger has offered the green light (fully charged) several times this year. But I end up bringing home a filthy extension cord.

Then there is the issue of getting in the boat and figuring out what to do over the winter. This winter it is refinishing the topsides wood (known to the boating community as brightwork). In my case it comes out to seven pieces. Two grab rails on the cabin top, one piece over the access to the emergency tiller, one on each side of cockpit even with the wheel and two long and slender pieces along the cabin top about 8-10 feet long.

Stripping them, sanding them and then, by my choice, staining them prepares them for the warm weather of the spring. When warm weather does come, I will put two or three coats of clear epoxy followed by three or four coats of polyurethane to protect the epoxy from the UV of the sun.

Oh yes, don't forget to remember to tie the stepladder to the swim ladder when you go on board. The wind has

been known (three times this winter) to come whipping along and toppling the stepladder. At my age, jumping from high spaces is not too swift a move.

Based on the limited experience I gained from the winter boat maintenance seminar – I have also created Sunbrella covers for all that wood (except the really long pieces).

Over the winter it has also been the opportune time to get the bimini restitched by Rick, and to wash the sail cover and dodger. Shine the windows of the dodger and give every piece of Sunbrella a coat of 303.

There have been several days this winter when many of us wish that our boats were still on the pier – but if you want to know how many days until launch – just ask Tom Alley – he seems to keep track. ☺

## Piloting & RACONS

By Jim McGinnis, P, ASEO

Last October Tom Alley, Tom Taylor and I sailed with Dave Dawson-Elli on Dave's catamaran, *Verre de Mer*, from Annapolis, MD to Brunswick, GA. We were 20 to 50 miles off shore at times depending upon water depth and wind direction. I believe it was off the coast of North Carolina where we encountered our first RACON (short for RADar beaCON). An object at sea was transmitting a Morse Code Letter!

From Wikipedia, a radar beacon is defined as "A transmitter-receiver associated with a fixed navigational mark which, when triggered by a [radar](#), automatically returns a distinctive signal which can appear on the display of the triggering radar, providing range, bearing and identification information."

In our case, what this means is that when your ship's radar sends out a

pulse, the Racon will return a Morse Code letter that appears on the radar screen. Here is the letter "Q". (Dah Dah Dit Dah).



Cool. This is very comforting at night to have a solid signal from a known sea buoy and have a match on your chart (the Racon's are shown with the character they transmit.) In a similar way, in Brunswick Harbor at 3AM, we used a spotlight to positively recognize sea buoys in the channel by their number. There were many red



nuns (even numbers on starboard) [Red, on the Right, Returning] and green cans (odd numbers on port side) These each have red and green lights flashing at 2.5 seconds and 4 seconds coming in from a couple miles out at sea. Just thought you might like to know what your tax dollars are providing.



# Preparing Wood for a New Finish

By Pip Hurn, *Sail Magazine*

Often the hardest part of refinishing wood on a boat is getting the old finish off. Unfortunately, there is no magic solution. It usually takes a combination of methods, all involving a large tub of elbow grease and a bucket of patience.

The most basic removal methods, which I will not discuss here, are straight sanding and scraping. Sanding, of course, is needed before a new finish is applied, but is not a very effective finish-removal technique. Dry scraping is best left to professionals, as the potential for damage is extremely high.

Before embarking on any cleaning project, always wear the recommended safety gear, including nitrate gloves, eye protection, cheap rain gear and deck boots. Kneepads are very useful if you are working on a deck. Also, whenever possible, you should remove the item to be stripped or cleaned from the boat to protect adjacent surfaces.

## Removing oil from teak

Oil on teak is easy to identify. The wood will look black and dirty, or the finish will be gone completely and the wood will just look gray, or there could be a combination of the two. Oil finishes penetrate the wood and do not form a skin. The discoloration you see is actually mold and mildew that feeds on teak oil. The only way to remove it is with a chemical teak cleaner that will kill the mold and mildew and restore the wood's natural color.

One-part cleaners are milder, so I always try these first. They are much gentler on the wood, won't damage your gelcoat or paint, and are kinder to the environment. First wet the area you wish to clean, then use a spray bottle to saturate the area with cleaner. Work the cleaner into the wood with a bristle brush and let it sit for five to 15 minutes before rinsing it off. While rinsing the wood I use a 3M soft white

pad and scrub gently with the grain. This opens up the pores of the wood to get all the cleaner out and ensures the wood is as clean as possible.

If the one-part cleaner doesn't work, try a two-part cleaner. The first part is an acid that kills mold and mildew. The second part is a neutralizer that counteracts the acid, allowing you to rinse the teak safely. Take special care to keep these cleaners off other surfaces on the boat. Ideally you should protect your topsides with a plastic bleaching skirt. Make sure openings into the boat are sealed, that all lines are removed from the deck and that any vulnerable items, including metal fittings, are removed or carefully wrapped in plastic. You are now ready to begin.

1. Follow the instructions on the label. If you have gallon containers, it is easier and less wasteful to transfer the chemicals to quart spray bottles
2. Starting at the highest point of your boat, thoroughly wet the surface with a hose.
3. Apply part one of the cleaner, spreading it evenly with a nylon pad. Let this sit until it saturates the wood and turns it an alarming shade of black. Then apply a second coat of part one and gently scrub across the grain to avoid raising the pith of the wood; a small nylon toothbrush is great for getting into tight spots.
4. Push aside most of the black goop and begin applying neutralizer. Gently scrub with a new pad.
5. Allow neutralizer to sit for around 10 minutes until the wood has turned golden brown.



6. Finally rinse off all the dirty scum, gently scrubbing as you go. Stubborn areas often require a second application.

## Removing finishes with a heat gun

Although it takes practice, I find that using a heat gun is usually the quickest, cleanest and most environmentally friendly method of finish removal. You need a heat gun that heats up to at least 1100 degrees Fahrenheit (anything less is too slow) and an array of scrapers. My favorite is a triangular hook scraper, but it's good to have a selection for different areas. When scraping, the golden rule is to always use sharp blades.

If you have never used a heat gun, don't go anywhere near the boat until you have practiced on a less valuable possession! It is easy to scorch or gouge wood. First experiment by holding the gun over wood to the point of scorching it, then see how much pressure you need while scraping to remove finish without causing damage.

When working, aim the heat gun at the wood at a 45 degree angle about one inch from the surface. Heat for about five seconds or until the finish surface starts to bubble—whichever comes first. Aim the heat gun away from the wood and begin scraping by firmly

pulling your hook scraper toward you in the direction of the grain. Repeat. As you gain proficiency, you'll find you can aim the heat gun toward the next section as you scrape the earlier one. This speeds up the process considerably.

Always vacuum up the scraped-off finish flakes as you go. They are a fire risk, and if you let them blow away you could face a pollution fine.

### Removing finishes with chemicals

This method should only be used when a heat gun won't work and is typically required on more ornate items. The only chemical stripper I would recommend is Citristrip; it works well, is reasonably priced, and removes the dangers of solvent intoxication.

You'll need Citristrip Stripping Gel, soft toothbrushes, 3M soft Scotch-

Brite pads, paper buckets, rags, 3M solvent resistant tape, plastic sheeting and newspaper, paper towels, scrapers, chip brushes, a bucket and fresh water. Be sure to wear safety attire, including nitrate gloves and eye protection, and avoid all skin contact with this product.

1. Remove the item from the boat or lay down plastic with several layers of newspaper to catch any drips. Be particularly careful when stripping next to painted or varnished surfaces you want to preserve; always mask these with 3M solvent-resistant tape.
2. Apply a liberal coating of Citristrip and work it into the surface of the wood using a chip brush or toothbrush.
3. Allow the stripper to stand for at least 20 minutes until the solution appears dry. Then apply another coat; repeat until the stripper no longer dries out when left to stand for approximately half an hour.

5. When you think the finish is softened, test-scrape it. If the finish is easily removed, continue scraping, dumping the residue in a paper bucket as you go. Use a toothbrush in hard-to-reach areas.
6. Rinse stripping residue from the wood using plain water while scrubbing with a Scotch-Brite pad. Wipe dry with a paper towel.

Make sure you dispose of your waste properly. Although Citristrip seems fairly innocuous, it is highly illegal to drop it into waterways.

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*The preceding article was originally published on the Sail Magazine web site on January 26<sup>th</sup>, 2016. It can be found here:*

<http://www.sailmagazine.com/diy/preparing-woodr-a-new-finish/>

## The Last Word

By Tom Alley, SN



I'm happy to report that we received a belated Christmas gift this February when the Seneca Squadron was recognized with the 2015 Distinctive

Communicator Award for our newsletter. While the editor of a publication is usually the one seen receiving such an award, I want to set the record straight that he is receiving it *on behalf of* the many authors and content contributors who really make a newsletter what it is. Congratulations, Seneca members! You've done well!

Also worthy of recognition is the fact that, with the spring issue of *The Ensign*, Seneca Squadron will have had material published in four consecutive issues. Not bad for a small squadron like ours! Well done, Seneca members!

That said, if you have a subject that you'd like to learn more about, please let us know. Chances are that there are many more boaters like you that would like to see the same information.

In other words, let's go for five in a row! ☺

Other than that, it's been a busy "off season" for this editor and I haven't had much time to think about boating-like things, and thus, I haven't had time to come up with too many things upon

which I could pontificate, so I'll spare you the tedium of reading more of my opinions – this time!

I look forward to seeing you again at one of our functions or in the boat yard as the weather moderates. Worst case, you'll hear from me again in the next issue. Please send me a note before then with your thoughts and comments.

- Tom

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As always, send your thoughts about this newsletter to:

[editor@SenecaPowerSquadron.US](mailto:editor@SenecaPowerSquadron.US)

# Calendar of Events

## March 2016

- 
- 1 Seneca Drum March issue publication.
  - 8 Registration deadline for Advanced Piloting class.
  - 15 Bridge Meeting (1900)  
*TBD*

## April

- 
- TBD Junior Sailing Organizational/Kick-Off Meeting  
*Village Marina, Watkins Glen*
  - 4 Advanced Piloting (AP) Class starts  
*Watkins Glen – Stay tuned for details.*
  - 15-17 D/6 Spring Conference  
*Finger Lakes Holiday Inn, Auburn, NY*
  - 19 Bridge Meeting (1900)  
*TBD*
  - 25 Deadline for Drum Articles

## May

- 
- 1 Seneca Drum May issue publication.
  - 13 Seamanship Class Begins [*Tentative*]  
*Location details TBA*
  - 17 Bridge Meeting (1900)  
*TBD*
  - 21-27 National Safe Boating Week

## June

- 
- TBD Watkins Glen Waterfront Festival  
*Watkins Glen Village Marina & Waterfront*
  - 21 Bridge Meeting (1900)  
*TBD*
  - 24 Deadline for Drum Articles

## July

- 
- 1 Seneca Drum July issue publication.
  - 8 Sail Class Begins [*Tentative*]  
*Location details TBA*
  - 12 Bridge Meeting (1900)  
*TBD*
  - 15-18 D/6 2016 Rendezvous  
*Watkins Glen, Geneva, Cayuga, Ithaca*

## August

- 
- TBD Junior Navigation class starts.  
*Village Marina, Watkins Glen*
  - 16 Bridge Meeting (1900)  
*TBD*

- 22 Deadline for Drum Articles

## September

- 
- 1 Seneca Drum September issue publication.
  - 16-18 Seneca Barge Race (Junior Sailing)  
*Seneca Yacht Club, Geneva, NY*
  - 20 Bridge Meeting (1900)  
*TBD*

## October

- 
- 18 Bridge Meeting (1900)  
*TBD*
  - 24 Deadline for Drum Articles

## November

- 
- 1 Seneca Drum November issue publication.
  - 15 Bridge Meeting (1900)  
*TBD*

## December

- 
- 19 Deadline for Drum Articles

## January 2017

- 
- 1 Seneca Drum January issue publication.
  - TBA Change of Watch (1300)  
*TBD*
  - TBA Bridge Meeting (1900)  
*Kingsley Residence*

## February

- 
- TBA USPS Annual Meeting  
*Orlando, FL*
  - TBA Bridge Meeting (1900)  
*TBD*
  - TBA Deadline for Drum Articles

Calendars are "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.