

AMERICA'S BOATING CLUB®

For Boaters, By Boaters™




THE DRUM

A Publication of the Seneca Sail & Power Squadron

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From The Commander

By Mark Erway, AP

View From The Bridge

That was one weird summer – not only did it seem to go by too quickly, but there were far more days of rain and clouds than of sun and a decent wind. I only made it up to Watkins a couple times, missed all the Junior Sailing outings, missed all the FLYC races, and struggled more than ever to find the time to slide on over to Ithaca to continue the necessary work on *SV Weeble*. In fact, we never did complete a full shakedown cruise. The only sailing I managed to do was some single-handing on days that were not good for a sailboat and an older skipper.



Not only that, but I managed to run aground twice this summer, and it wasn't just slightly stuck, we were sucked into the muck and had to get towed both times. Definitely not my favorite thing. On a positive note, I did manage to join the crew on *SV Tomfoolery* for their transit from Oswego back to Watkins traveling with Howard Cabezas family on *SV Ruthie*, and we enjoyed beautiful scenery,



some fabulous meals and and great ice cream together during one of the few stretches of fairly sunny weather.

o o o o o

August saw a number of our Squadron members and invited guests who volunteered to help make two different safety films for America's Boating Channel. This came about because we responded to a call for volunteer squadrons to help make planned safety films for the new video channel. After initial contact and review of the possibilities, we selected "Paddle Safety" and "Cold Water Safety" as the ones for us to do. Jim and Lynne McGinnis opened up their home and hosted Marty and Sari Lafferty for a week.



Marty is a Past District Commander from Maryland and is the videographer, and Sari is his wife and manager who keeps everything organized. On some very hot and muggy days, and in between thunderstorms they managed to complete their tasks. We were recently notified that "Cold Water Safety" is completed and released on the channel, to be followed by



"Paddle Safety" in the not-to-distant future. Many thanks to everyone who made this possible.

o o o o o

I want to take a moment and welcome our two of our newest members.

First is Andy Seubert, of Burdett, who had been invited by Phil Cherry to take part in the making of the safety videos in August. He was impressed by the camaraderie and the knowledge base of all involved. That makes me think of Tom Alley's philosophy of instruction, that it's not only about the knowledge that is imparted, but it's "what they don't know", that is just as informative.

Second is Jeff Barlow (also a personal friend), who already is a sailor and owns a CAL-29 that resides on Pier 3 in the Watkins Glen Village Marina. He has been rubbing elbows with a number of our members this summer and is intrigued by our navigation courses and is looking forward to taking the Piloting class this winter.

Welcome aboard!!!

o o o o o

At last month's Bridge meeting we invited a few of the Bridge members of the Ithaca Sail and Power Squadron to a round table discussion with us. Ithaca is going through a rough time with reduced membership, difficulty finding officers and difficulty presenting educational courses. Like a number of other Squadrons, this has forced them to think about closing down. A couple of things prompted this special invitation.

The Drum

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One is that our Past Chief Commander Louie Ojeda has strongly suggested that squadrons should not close down but consider going into “idle” for a time until they can be rejuvenated. The second thing is that our own Charlie Fausold wrote a proposal to District and National outlining a method of sharing resources, from Bridge officers through Instructors, based on regional assets and needs, that would allow us to maintain our “education of recreational boaters” presence in the areas where there is need.

At the same time our Squadron is moving forward with a rebranding from “Seneca Sail and Power Squadron” to “America’s Boating Club – Finger Lakes Chapter”, and that has made us think of ourselves in a more regional context. The net result is that we’ve begun a discussion of shared resources with Ithaca which will hopefully lead, not only to their strengthening, but might become a model for Squadron supporting Squadron that can be used elsewhere across the country.

o o o o o

Finally, please add two things to your calendar; our year end meeting is Tuesday, November 13th at Fulkerson Winery 6:00 pm. And then looking beyond that, please add our Squadron Change of Watch which will be on Sunday, January 13th at the Elmira Holiday Inn Riverside.

Regards,

- Mark, SV Weeble

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From the (Acting) Executive Officer

By Charlie Fausold, SN-IN

The Flash Flood of 2018



Mention certain years (1935, 1972, and 1993 come to mind) to long-time area residents, and

they will likely tell you where they were during “the flood” of that particular season. Add 2018 to the list. Overnight on August 13th the towns of Hector and Lodi on the southeast shore of Seneca Lake received 9.5 inches of rain, which quickly ran down the steep hillsides carrying all manner of debris and overwhelming creeks, ditches and bridges, rendering many roads impassable.

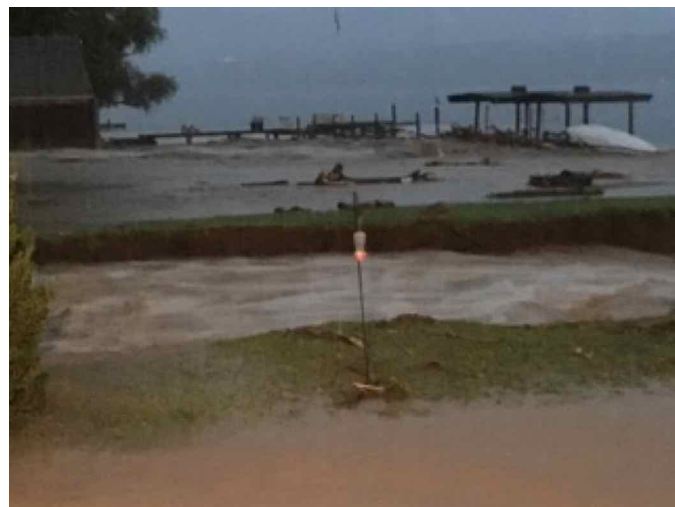
Fortunately there was no loss of human life. (An 8-point buck sadly did not survive and ended up in our back yard.) First responders carried out several water

rescues of people who were stranded in their homes and nearby, a woman who called 911 from her trailer that got washed out into the lake.

I first became aware that all was not well when Helene shook me awake about 5am, saying “We’re being flooded.” Although it was still dark, we could see that we were surrounded by fast-moving water. A little water seeped under our front door and into the garage, but fortunately that was all. Our neighbors did not fare so well,

with the house next door suffering 3 feet of water inside. As was the case all along the lake rocks, gravel and woody debris clogged the underpasses of our two small bridges, diverting the creeks out

of their normal channels. For three days we could only get out by foot after fording the creek.





The response from local, state and federal agencies was truly impressive. Our local volunteer firefighters were on the scene at first light, advising evacuation. Ithaca FD was close behind. Over the next

few days we were visited repeatedly by town and county officials from several agencies, NYS DEC, DOT, Emergency Response, and Homeland Security, and FEMA at the federal level. At one point I counted four NYS Canal Corporation barges clearing debris from the lakes and beaches that otherwise would have been a major hazard to navigation. Red Cross and other private relief groups were soon on the scene distributing water, supplies, and offering assistance. One private group even brought a skid loader to help us dig out. When the Phish concert planned for Watkins Glen International was cancelled due to a water main break, the food was donated and our local VLH Fire Department served it up to hungry residents for 2 or 3 nights.

Recovery has been ongoing. The first task was to get the creeks cleared of debris and back in their proper channels, restoring road access. Next came removal of the mountains of rock, gravel and tree trunks. Road work continues, we

will need a new bridge, and a retaining wall along our creek will need replacement. Individual homeowners have been busy discarding ruined furniture and appliances, replacing drywall, and making various other repairs. 80% of the roads in the Town of Hector were damaged.

A couple of observations may be of special interest to boaters. Two days after the flood I ventured out onto the lake in my boat to try and retrieve a neighbor's Boston Whaler, which was perched high and dry on an island of woody debris floating in the middle of the lake. I was able to lasso a cleat and tow the boat off the pile and to shore, but I had to navigate slowly and carefully to avoid hissing propane tanks, shed roofs, whole trees, sections of dock, parts of a house trailer, and partially submerged gas cans, just for a sampling. The same neighbor's Hobie Cat was last seen headed for Watkins but was eventually retrieved and returned to its owner. When the Sheriff's office issues a lake travel advisory after events such as this, please heed it.



I lost count of the number of kayaks floating upside down in the

lake or mired in the debris near shore. Our two kayaks remained on our beach, but I promptly affixed an orange identification sticker to each. Commander Mark Erway has a supply, and after this experience I highly recommend them.

One very annoying behavior that continued for weeks afterwards consisted of boats cruising by (often generating large wakes in spite of obvious dock repairs underway in many locations) with

gawking passengers pointing at us and snapping cell phone photos, or driving through the neighborhood kicking up dust and getting in the way of construction vehicles. I understand the curiosity factor, but if they are not there to help folks would be better off just staying away.

The experts have determined that this flood was a 200-year event, causing some to breathe a sigh of relief, believing we are “off the

hook” for awhile. I am not so optimistic. Climate change is resulting in more frequent and more intense storms, and I do not believe that it will be 200 years before the next one. We will be taking steps to reduce our risk while hoping that our political leaders take appropriate action to address the known causes of climate change, and soon.

- Charlie

From the Education Officer

By Jim McGinnis, AP



Marty and Sari Laferty of United States Power Squadron from Annapolis, MD and

America's Boating Channel sent the first edition of the Boating Training Cold Water Survival Video we helped to create in August this year. It turned out terrific and if you haven't seen it go on the America's boating channel to stream the video:

<https://AmericasBoatingChannel.com>

But wait there's more from America's Boating Channel!

[Boat Accident Reporting](#) - 4/26/2018

[Navigation Rules FAQ](#) - 4/19/2018

[PWC Docking](#) - 4/12/2018

[PWC Person Overboard and Roll-Overs](#) - 4/5/2018

[Stopping a PWC on Plane](#) - 3/29/2018

[Operating a PWC on Plane](#) - 3/22/2018

[PWC Pivot Turn](#) - 3/15/2018

[PWC Departing](#) - 3/8/2018

Boating Education renews again in 2019. Set a few boating and life goals for yourself in 2019.

Six tips to help keep your New Year's resolution:

1. Set short-term, realistic goals.
2. Write your goals down and share them with a coach or your support network.
3. Be specific. Many people want to lose weight, but that's not a specific goal.
4. Plan ahead. Having a plan is a great way to achieve and maintain the changes.
5. Eliminate sources of temptation, forgive your momentary lapses and never give up.
6. Reward yourself for completion. – (Maybe buy a bigger, smaller or faster boat!)

Apply this tip to your membership and participation in the Power Squadron /America's Boat Club.

Our Seneca Sail and Power Squadron is all about three things:

- Service to the community by teaching or supporting the advancement of boating skills/safety.
- Personal Education in Boating, learning new skills and techniques.
- Social interaction with other boaters or community members interested in boating.

Try one or more of these on for size in 2019:

1. I will take the next class for me in the Education progression series.
2. I will help a neighbor with learning a skill when they ask for help.
3. I will volunteer as an instructor, a teaching assistant, coach or volunteer my boat for a class.

4. I will volunteer to help with a social event or Boat Club membership recruitment.
5. I will take on a role in the Boating Club to conduct the Vessel Safety Exams

I guarantee you that completing goals in any or all three of these areas will give you a feeling of accomplishment by the end of next boating year. Over the years, you will develop a level of mastery.

See you out there! In the community, on the water, and in the water.

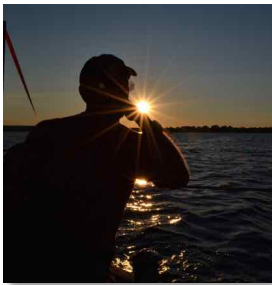
- Jim

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From the Assistant Education Officer

By Tom Alley, SN

SV Tomfoolery



New Course Offerings

Check out the "USPS News" section of

the newsletter for a new elective course that is being offered: *RADAR for Boaters!* If you have any interest in taking this class, please contact me or SEO Jim McGinnis to sign up.

BOC Certifications

A while back I wrote an article about the various boat operator certifications. If you've already completed some of the Advanced Grade courses (Seamanship, Piloting, Advanced Piloting, Junior Navigation, or Navigation), you might want to consider adding operator certifications to your resume. Basically, you need to attend a few seminars and demonstrate proficiency in a few skills to become certified.

If you are interested in pursuing your Inland Navigator certification, please contact me and we'll

determine what is needed and find a way to make it happen. (I'd like to get a few of these certifications under my own belt!)

District Fall Conference

As I write this, I'm preparing to attend the District 6 Fall Conference in Niagara Falls. The theme for the conference is "Tall Ships" with some select speakers that should be quite interesting.

The theme was inspired by our District's upcoming involvement in the Tall Ships Festival in Buffalo next July. Watch this newsletter along with the District newsletter (*The Deep 6*) for details. There will likely be a small (hopefully, large) flotilla of boats transiting the Erie Canal to greet the tall ships as they arrive for the festivities.

If you've never been to one of the District events, I would encourage you to put one on your calendar in the coming year. Not only is it a good way to meet fellow USPS members in the district, but it is also a great way to expand your boating knowledge and have fun at the same time.

Keep In Touch

As I mention elsewhere in this newsletter, we are busy transitioning between seasons, primary activities, seasons, etc. Just because our boats are decommissioned and hibernating until our next season begins doesn't mean we should also put all of our boating interests to sleep. Let's use the off season to start something!

During the boating season, a frequent excuse (one that I use myself) is that "the weather is nice for boating and I don't want to waste it," so I go out for a sail instead of doing something else (boat maintenance, yard work, running errands, you name it). Well, since the weather won't be nice for boating for the next few months, how about doing some of those other things now? Specifically, what about getting to know your Squadron better and getting involved? There's lots of neat things to do. Drop me a note and we can talk about it.

- Tom

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Long-Term Class Schedule

Seneca Education Department

Courses	2018	2019	2020	2021	2022	2023
Public	ABC	ABC	ABC	ABC	ABC	ABC
Basic	Sail	Boat Handling	Sail	Boat Handling	Sail	Boat Handling
Advanced Level	Advanced Piloting	Piloting	Advanced Piloting	Piloting	Advanced Piloting	Piloting
Senior Level	Junior Navigation	Navigation			Junior Navigation	
Electives	Engine Maint.	Cruise Planning	Marine Electronics	Electronic Navigation	Instructor Training	Marine Comm.
Seminars	Anchoring	GPS Nav	Power Boating	Paddle Smart	Trailer and Docking	Partner in Cmd.
Self Study	Any Class	Any Class	Any Class	Any Class	Any Class	Any Class

Upcoming Classes & Seminars

Upcoming Webinar: Living Aboard

November 2018

A new webinar (web-based seminar) on living aboard will be released this November. Stay tuned for details.

Boat Handling

Starts May 2019

Formerly known as the Seaman-ship class, this course has just received a major overhaul as part of the overall restructuring of the Advanced Grade courses.

Available beginning September 10th, 2018, the Boat Handling course consists of six two-hour seminar sessions, an overview of USCG rules (COLREGS), Power-Point slides, videos and animations. Boat Handling is also the first of the Advanced Grade courses to have its textbook in a digital (eBook) format.

Completion of all six seminars along with passing a comprehensive written examination will result in the award of the grade of "Seaman" (S).

How To Register

If you are interested in getting more details about any of these

courses, or better yet, to sign up, please contact either of the following individuals:

SEO Jim McGinnis, Seneca Squadron

seo@SenecaPowerSquadron.US

ASEO/ADEO Tom Alley

aseo@SenecaPowerSquadron.US

or

adeo@uspsd6.org

Or you can go to the national web site (www.usps.org) and register under the "Find A Boating Class" tab on the member home page.

Youth Committee Summer Recap

By Katie Alley, S



The Squadron saw a successful summer with new events and cruises and plenty

of engaged members. What has the youth committee been up to?

Maggie MacBlane spent the majority of her summer aboard SUNY Maritime's training ship *Empire State VI* for the first of her sea terms she must complete. For 45 days, Maggie kept watch and took several classes aboard the ship, in addition to some sightseeing at several ports around Europe. Congratulations to my first mate for completing her first Atlantic crossing. From what she told me, the cruise was truly a unique experience and very special, since it was the first of many cruises she will complete.

My summer was spent differently. After completing a summer class at Alfred University, I worked locally as a day-camp counselor. Throughout the month of June, I enjoyed joining the Sail class for their on-the-water sessions. The group was large, fun, and very enthusiastic to learn. One class was particularly memorable for both students and instructors, when boats went out in a very dense fog – a great learning scenario. Students were also particularly excited during the class that we held a mock race that brought out everyone's competitiveness.



Seek Ye First in the fog during sail class

The Junior Sailing program was much smaller and shorter this summer. I was able to coach for a few on-the-water training sessions, during which we practiced leaving the dock, basic boat handling, and maneuvering under sail. The program has challenges ahead – how can we recruit and retain a new generation of sailors? Was the decision to shorten the program to half the summer a successful one? Considering sustainability, is it still a priority to be having younger families join the squadron through Junior Sailing? What other ways can we get our youth involved? (Maybe another cardboard boat?) These are the questions I will be pondering over the winter. Declaring my marketing minor and working with children ages 5-14 this summer has definitely given me some more knowledge to consider while thinking about how we can promote Junior Sailing next spring. On that note, **thank you** to

everyone who volunteered their time, their wisdom, and their vessels for youth activities this summer.



Tomfoolery docked in Oswego

The highlight of my summer was *Tomfoolery's* return to Lake Ontario. I was able to crew for the second week of the trip (after the *Rendezvous*), which started off by meeting *Tomfoolery* and *Ruthie* in Cape Vincent. From there, we motor-sailed to Sackets Harbor and encountered several other sizable sailboats far out in the middle of the lake! Sackets is a small town, much like a smaller version of Watkins Glen, offering a variety of family-owned dining options and shops. The marina was scenic and filled with large, beautiful sailboats. (In fact, we got to tour a 45-ft sailboat that was for sale for \$220,000!) Crews took advantage of the swimming area, the gazebo, the picnic area, and the local ice cream shop. The nearby Battlefield Historic State Site was a great area to walk

through and watch the sunset from.



Return from Lake Ontario

From Sackets, we departed for Oswego. After covering little ground while beating into 4-5 ft waves and navigating around many island and shoals, *Tomfoolery* and *Ruthie* were forced to motor much of the way to Oswego. Out in the middle of the lake, the wind was completely calm and the water was flat. During our two night stay in Oswego, we toured the H. Lee White Museum, which including seeing the interiors of an LT-5 tugboat from WWII and the *Derrick Boat 8*, a 20th century NYS Canal System steam-powered vessel. We were also able to explore the exterior of Fort Ontario and an art gallery (that included a piece depicting Watkins Glen's gorge!). On the way back through the canals, we had a crowded, rainy stay in Baldwinsville. (Additionally, things got a little bit complicated when *Tomfoolery* ran out of propane for cooking.) While traveling through the Montezuma Swamp, we saw a commercial dredger in the canals. Our last

night traveling was spent in Seneca Falls, where we explored giftshops and shared two gallons of ice cream with our Watkins Glen friends, Tom and Margo aboard *Blue Oyster*.



Lake Ontario crews in Oswego

Returning to Lake Ontario simply felt different the second time – a feeling I can best describe as not feeling the need to take a picture of everything like I did two summers ago. This trip did not include any near-disastrous incidents but it didn't have to in order to be fun, exciting, and enjoyable. Our next goal for a Lake Ontario cruise is to make it to a Canadian port.

Before returning back to school, I also had the pleasure of working with Marty Lafferty in filming a safety video. Be sure to look for my appearance in the kayak safety video! Working with Marty and Sari behind the scenes was a unique and enjoyable experience, and it was very interesting to see what work goes into filming these videos and how the process is done.

For the Geneva Barge race this year, myself and Captain Alley opted to join *Seek Ye First's* crew this year. I guess there is some reasoning behind the saying "if you can't beat them, join them", because we earned ourselves a first-place finish. The 12-knot north wind was perfect, and the

second leg of the race once again proved to be an exciting test of racing tactics wisdom. After rounding the barge, we pulled ahead from fifth place and were able to finish several minutes ahead of the second-place finishing boat. We were a proud crew!

Finally, as I have done in years past, I would like to conclude the boating season by including the list of amusing quotes I have collected from my own observation around the marina this year.

[foggy, downpouring rain]

"Well it's pretty soggy today."

Sailor about to go out on the lake:
[in a firm tone] "DAMP."

[foggy, cloudy, cool temperature, raining]

"Welcome to Portland...that's where we are right now."

[points to potted plant on the dock] "I'm trying to brighten up the place."

"You have a big glob of seagull sh*t right here"

"Oh that was me, I'm sorry I couldn't make it"

"Yeah I think soon everyone will want a wood stove on their boat with climate change and everything."

[points to two ducks loitering by the stern of the boat] "Have you been feeding the ducks?"

"Well Katie...I have. There's been an interloper...chasing them

around the marina all day and I just don't think they're eating properly. I tried feeding them stuff that's better for them, like vegetables, but they just like these darn crackers."

"We were fully aware that you were the give-way vessel."

"We weren't."

[tacking]

"Wait the sheet is stuck on something...never mind I'm standing on it."

"You were supposed to bring the wind."

"I'll plug in my fan."

[First race]

"Tark...DNF."

"Starting the season out GREAT!"

"Head straight for the hotel...no wait, the bar."

"I learned that when something breaks, you tie a knot and keep going."

"Were you on Mike's boat?"

[90° weather]

"Would you like a beer? That's all we have in the fridge...water is a premium."

[4th of July fireworks]

"Aren't we supposed to be cheering?"

"You're on your own buddy."

"OOOOOO...AHHHHH"

"I just don't understand duck ecology."

"Their lives are simple...it's eat or be eaten."

"Mutiny would fly if Maggie were here. With numbers, comes power."

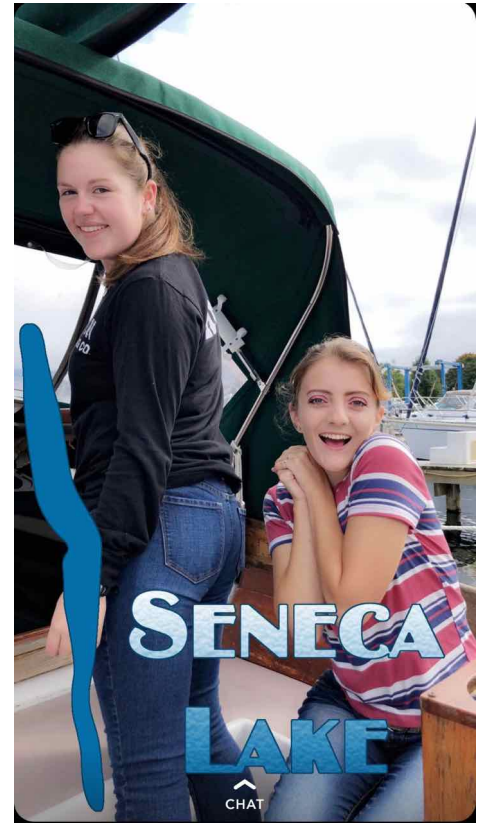
Tourist: "We're just checking out the boat culture!"

Tomfoolery crewmember: "Oh we don't have any here."

"We can tack around the race mark."

"Isn't that a hazard buoy?"

"Well, what we've been using as the race mark."



Reunited

- Katie
katie@SenecaPowerSquadron.US

USPS News: Local, District, National & More

Welcome New Seneca Squadron Members!

Andrew Seubert, LMHC, NCC, is the co-founder of ClearPath Center in Corning and Burdett, N.Y. A licensed psychotherapist for 35 years, Andrew specializes in working with trauma, posttraumatic stress, eating disorders, and the integration of spirituality and psychotherapy.

Andrew and his wife, Barbara, have co-parented a blended family of five and now reside on Seneca Lake, NY with their dog, Nellie, canine resplendent!

At present, he sees clients part-time, devoting more time to writing and teaching..., and learning how to sail and how to be rescued after being “dropped in the channel.”

[Ed. Note: Andrew was one of our cold-water “vicitms” during this past summer’s video shoot of a safety video that will be released on America’s Boating Channel in early 2019.]

New Elective Course: RADAR for Boaters

September 18, 2018. Developed by Canadian Power and Sail Squadrons, this course is up to date for radar technologies available now and into the near future. The course covers the different types of radar equipment, their capabilities and limitations, as well as their features and how they apply to students’ needs. It covers what you need to know about radar, from how and where to mount the antenna

to how to interpret the displays, so you can use your radar for collision avoidance and for navigational purposes.

Students attending this course should have completed *America’s Boating Course* (or another NASBLA-approved boating safety course), preferably have completed *Marine Navigation* and *Advanced Marine Navigation* (currently *Piloting* and *Advanced Piloting*), and have boating experience. *Radar for Boaters* is a required course for BOC-Offshore Navigation certification.

At this time:

- Student and instructor course materials may be ordered using the online shopping cart or standard order form.
- However, squadrons will not yet be able to set the course up in HQ800, pending completion of HQ systems work to handle new electives. If your squadron runs a course before this capacity is available, don't worry. As soon as systems are ready, you will be able to add the course and students after the fact.
- The instructor kit includes a 50-question multiple choice exam and grading sheet. Exams will be administered and graded locally in a proctored setting. Once HQ systems are available, SEOs will be able to communicate exam results, and successful completion of the course

will be able to be added to students' training records.

NEO Craig Fraser has advised that this course will not be included in the determination of Educational Proficiency and Educational Achievement.

Marine Radar Seminar No Longer Offered.

With the introduction of the new *Radar for Boaters* course, the *Marine Radar* seminar will no longer be offered.

New Boat Handling Course Debuts Sep 10th

The long-awaited *Boat Handling* course that will replace *Seamanship 2016* was introduced on September 10th through a pilot program, and all squadrons planning to teach *Seamanship* this fall are invited to participate in the pilot and teach *Boat Handling* instead.

Boat Handling will debut as a single course, comprised of six two-hour sessions:

- Rules of the Road – A Practical Approach
- Confidence in Docking and Undocking – Slow-Speed Maneuvering
- Boating with Confidence – Handling Your Boat Underway
- Anchoring with Assurance – Don’t Get Carried Away
- Emergencies on Board – Preparation for Handling Common Problems

- Knots and Line Handling – The Knots You Need to Know

Boat Handling does not include redundant *Seamanship 2016* material — such as terminology, hull and engine types, and equipment requirements — that is already covered in *America's Boating Course*.

During the pilot program, squadrons will pilot the entire course, and the \$48 catalogue price will be the same as *Seamanship 2016*. Student guides will be available in eBook format only; and instructor kits will also be distributed electronically. The \$4 order fee will be waived, and there will be no shipping & handling fee.

A *Boat Handling* exam is being prepared and will be ordered in the normal way. Students who complete the course and pass the test will receive the Seaman grade.

Feedback from squadrons that use the new curriculum will be reviewed for incorporation in the official version of *Boat Handling* to be released for general use in the first quarter of 2019. At that time, *Boat Handling* will be released as a six-part course, and each session will be released as a seminar.

Squadrons can continue to use *Seamanship 2016* during the pilot program and until the official *Boat Handling* course and

seminar series are released. Student manuals will continue to be available as eBooks and, until inventory is exhausted, as printed manuals. No additional *Seamanship 2016* student manuals will be printed. The exam will be valid for two more years.

When the *Boat Handling seminar series* is released, these legacy seminars will be replaced:

- *Mastering the Rules of the Road* (2009)
- *Boat Handling under Power* (2013) and *Advanced Powerboat Handling* (2008)
- *Anchoring* (2012)
- *Emergencies on Board* (2011)
- *Knots, Bends, and Hitches* (2015)

Once inventory of printed student material for legacy seminars has been depleted, only the *Boat Handling* equivalent seminar will be authorized for use.

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Editor's Note: The Seneca Squadron will be offering the new Boat Handling course in lieu of Seamanship in May 2019.

Happy Birthday!

Best wishes to Seneca Squadron members who are celebrating

their birthday in next couple of months.

November

Judy Cherry
Patti Dawson-Elli
Jeff DeMerritt
Tom Keebler
Andre Wigley

December

Cris Broderick
Bob Drake
John Flick
Denis Kingsley
Maggie MacBlane
Lisa Oldroyd
Debra Pietro
Brandon Seip
Marcia Taylor

Got News?

By Tom Alley, Editor

Do you have any squadron-related news or announcements? Contact your editor and have it printed here. We're happy to publicize anything of interest to our members, whether it's for the Seneca Squadron or one of our neighboring squadrons.

Contact Tom Alley:

editor@SenecaPowerSquadron.US

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Testing, Testing...

The Role of Seneca Lake in Our National Defense

By Ray Levato

LifeInTheFingerLakes.com



Many people would agree that Seneca Lake is one of the most beautiful of the 11 Finger Lakes. Some people know it is the largest and deepest – and second-longest after Cayuga. But unless you live in or around Dresden in Yates County, population 308, you may not know that Seneca Lake plays an important role in our national defense. The U.S. Navy tests the sonars used on America’s nuclear submarines on Seneca Lake.

The Seneca Lake sonar test facility, a small U.S. Navy installation on the west shore, is a part of the Naval Undersea Warfare Center Division (NUWC) Newport, Rhode Island. The facility was a marina until about 1962 when the Navy tests began.

Why Seneca Lake? There are many reasons.

First, “Seneca has the isothermic characteristics [constant temperature] that make it an

ideal acoustic environment to test sonar,” explains Frank McNeilly, NUWC Newport’s waterfront operations manager. Its maximum depth of 618 feet also plays a role. “Higher pressure at deeper levels closely simulates an ocean environment,” he adds.

In addition, the lake is an ideal quiet environment; quieter than the open ocean so it allows for more accurate testing. It also simulates a more realistic environment for submarines, and is less costly than testing at sea, “especially in winter when the water temp is uniform top to bottom,” McNeilly explains. In more scientific terms, Seneca Lake is the Navy’s primary active instrumented calibration and test facility.

Two large test barges are located about 1.3 miles from the western shore. The Navy says it’s a world-class testing facility known for its massive lift and power capabilities. There’s a

200-ton-capacity crane to lower and raise equipment “so we can test full hull or bow sonar arrays. This is unique to Dresden,” says McNeill.

Sonar arrays are not small. Some may look like a big ball; bigger than a one-car garage. Sometimes, the testing interrupts recreational boating. “It’s a big lake but on occasion we might have to limit activity around the barge or another part of the lake where we are testing, including for safety reasons for the boating public.”

The facility at Dresden is staffed by about a dozen government and civilian contractors. It is not open to the public. Interestingly, the work they do there is not top secret, but much of it is classified.

William “Bill” Hall, Dresden’s mayor, grew up on a farm a mile from the lake. “People in the village are so accustomed to it, and it’s been there so long that nobody really pays any attention to it. You really wouldn’t even know it’s there – it’s so quiet.”

Former village historian Raymond Welker, who was born and raised in Dresden, worked in the office of the test facility for 30 years. He’s glad it’s there, aside from the fact that he’s asked on occasion, “What the heck is that barge out there in the middle of the lake?”

“It’s been a godsend; a very valuable asset,” asserts Welker. “It has done a lot of good for the

people here by supporting the local economy.”

The U.S. Navy has had a long history on Seneca Lake, dating back to 1942 when the Sampson Naval Training Base opened at the northern end. More than 400,000 new sailors shipped out from there for service in World War II. The former Seneca Army Depot, located between Seneca and Cayuga lakes, opened for munitions storage at about the same time.

During the Korean War, Sampson became an Air Force training base. By the time it closed in 1956, it had hosted 300,000-plus Air Force recruits. Today, it's the site of Sampson State Park.

Another plus for Seneca Lake is the 12-mile-long Cayuga-Seneca Canal that links both lakes to the Erie Canal. The canal locks can accommodate barges up to 40 feet wide and 200 feet long, so large test items or systems can be brought to Dresden from the Atlantic Ocean or the Great Lakes.

The Naval Undersea Warfare Center's contribution cannot be overstated.

The NUWC Division Newport is primarily a civilian organization with about 3,300 federal employees, 2,500 contractors, and 30 military personnel at any given time. “Except for the hull and nuclear propulsion system, everything else on a sub is us,” says spokesman John Woodhouse. The sonar array for the USS Buffalo – a Los Angeles class nuclear fast-attack submarine – was tested at Dresden. Launched in 1982, the USS Buffalo was scheduled for inactivation and decommissioning in 2017.

In the larger context, the NUWC also does research to support nearly all undersea warfare systems in the fleet.

Dresden no longer has a grocery store or a gas station, says Welker, but with the continuing service of the Naval Undersea Warfare Center, tiny Dresden and Seneca Lake plays an important role in our national defense.

Sonar

Short for SOUNd Navigation And Ranging, sonar detects objects by using sound waves – they travel farther in water than

do radar and light waves. Sonar was first used in World War I to detect submarines.

NUWC Division Newport

It is one of two divisions of the Naval Undersea Warfare Center, the Navy's full-spectrum research, development, test and evaluation, engineering, and fleet support center for submarine warfare systems and many other systems associated with the undersea battlespace. NUWC Division Newport provides the technical foundation that ensures our Navy's undersea superiority.

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Life in the FINGER LAKES

Ray Levato is a retired reporter/anchor at WHEC-TV Ch. 10 in Rochester, NY)

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The Last Word

By Tom Alley, SN



Not only is it a time of changing seasons – we’re busy winterizing boats, raking leaves, putting away summer

clothes and hauling out winter coats – but this is also the final Squadron newsletter for 2018.

Since our next newsletter won’t be until 2019, let me be the first to wish all of you a Happy Thanksgiving, a Blessed Christmas/Chanuka, and a prosperous and healthy New Year!

If you can’t wait until next year to hear from us again, I would strongly encourage you to attend our next Squadron meeting on Tuesday, November 13th, at Fulkerson’s Winery. We have some interesting speakers lined up and it will be a good excuse to kick off the Holiday season.

However, if you just want to get the Holidays overwith and want a nice, calm event to unwind at when they’re all over, please attend our Change Of Watch gathering on Sunday, January 13th, when our battle-hardened Squadron leadership will turn over the helm to a fresh batch of dedicated volunteers.

Please be on the lookout for notification that the District 6

newsletter, *The Deep 6*, has been published. This should occur around mid-November. It will have all of the latest news and announcements from the Fall Conference in Niagara Falls. If you have not been receiving the district newsletter, please let me know since I try not to unnecessarily duplicate information in this publication.

A lot has been said in this issue about involvement. As I’ve said before, you get out of an organization what you put into it, so if you want to maximize what you reap, you will need to get involved to make it happen. Besides, it can be a lot of fun, too. Why else would many of us volunteer for as many years as we have?

The United States Power Squadrons is evolving. You will be seeing more of this as we adopt the “America’s Boating Club” moniker during 2019. Our trademark courses are getting an overhaul and thorough update. Locally, we will be seeing a change of leadership on our Squadron Bridge with a number of new officers stepping forward to help lead and coordinate these efforts. Behind the scenes, some really neat technology is being explored to radically change how information is presented in our classrooms.

It’s an exciting time.

SV Tomfoolery

But the common thread is that none of these things will happen by themselves. All rely on a common driver: People. People like you and people like me and people like the other members of our squadron.

What I find amazing is that even though many of the new initiatives taking place are at a district or national level, there are a lot of people from the Finger Lakes area involved. Our small squadron and our “ordinary” district are very well-represented. We can point to a number of things happening across the country and say, “We did that!”

That said, it all boils down to getting people involved. Not experienced? No problem. We need the fresh ideas that come with fresh faces. You’ll find lots of mentors willing to give you a hand with navigating unfamiliar waters while you provide the new eyes and the fresh perspective that comes with them.

“Besides,” as one of *Tomfoolery*’s crew is fond of saying, “what could possibly go wrong?” ☺

See you *off* the water!

- Your Editor, Tom

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As always, send your thoughts about this newsletter to:

editor@SenecaPowerSquadron.US

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Calendar of Events

November 2018

- 07 Seneca *Drum* November issue publication date
- 09-11 District 6 Fall Council & Conference, *Niagara Falls, NY* (D/6)
- 13 Squadron Meeting, *Fulkerson Winery*
(1800) Dish-to-pass Social
(1900) General meeting & guest speaker
- 15 *The Deep 6* fall issue publication date. (Delayed 1 week to cover Conference activities.) (D/6)

December 2018

- 17 Deadline for *Drum* Articles

January 2019

- 01 Seneca *Drum* January issue publication date
- 08 Bridge Meeting (1900)
- 13 Seneca Change of Watch
- 15 Deadline for D/6 *The Deep 6* articles. (D/6)

February 2019

- 01 *The Deep 6* winter issue publication date. (D/6)
- 12 Bridge Meeting (1900)
- 17-23 USPS Annual Meeting, *Orlando, FL* (National)
- 22 Deadline for *Drum* Articles

March 2019

- 01 Seneca *Drum* March issue publication date.
- 12 Bridge Meeting (1900)

April 2019

- 09 Bridge Meeting (1900)
- 12-14 D/6 Spring Conference & Change of Watch (D/6)
- 17 Deadline for *The Deep 6* articles (D/6)
- 24 Deadline for *Drum* Articles

May 2019

- 01 Seneca *Drum* May issue publication date.
- 01 *The Deep 6* spring issue publication date. (D/6)
- 14 Bridge Meeting (1900)
- 18-24 Safe Boating Week (National)

June 2019

- 11 Bridge Meeting (1900)
- 14-15 Waterfront Celebration & Cardboard Boat Race, *Watkins Glen, NY*.
- 24 Deadline for *Drum* Articles

July 2019

- TBA D/6 2019 Rendezvous. *Buffalo, NY*. (D/6)
- 01 Seneca *Drum* July issue publication date.
- 09 Bridge Meeting (1900).
- 22 Deadline for *The Deep 6* articles. (D/6)

August 2019

- 01 *The Deep 6* summer issue publication date. (D/6)
- TBA USPS Governing Board Meeting. (National)
- 13 Bridge Meeting (1900)
- 23 Deadline for *Drum* Articles

September 2019

- 01 Seneca *Drum* September issue publication date.
- 10 Bridge Meeting (1900)

October 2019

- 08 Bridge Meeting (1900)
- 18 Deadline for *The Deep 6* articles (D/6)
- 25 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.