

AMERICA'S BOATING CLUB®

For Boaters, By Boaters™




THE DRUM

A Publication of the Finger Lakes Chapter

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editor@abc-flx.org

From The Commander

By Jim McGinnis, AP

View From The Bridge

2019 is the beginning of a new year for our Seneca Sail and Power Squadron and also a new focus for the National organization. It will take a little getting used to, but as you likely know by now, we will be known as America's Boating Club – Finger Lakes Chapter.

In many respects there will be little change in the purpose of our organization. We still provide boating education from the most basic boating classes, to Boat Handling and Sailing, to advanced courses in Piloting and Navigation. We still provide a resource for enhancing boating safety through our Vessel Safety Examinations and safety conversations with boat owners. And we still like to encourage the connection of boating people and families with like-minded boaters through social interaction.

Those things remain our enduring purpose and our reason for being.



What we would like to change is how we do each of those things.

We want to become more visible in our community, more accessible to prospective members and more timely in the delivery of the significant elements of our purpose. We are already beginning this transition with the rebranding at the national level to become known as America's Boating Club. USPS Boating courses are being redesigned to be more targeted and more specific. Locally, we have installed a new Bridge of Officers for the club and they are focused on this new mission.

We will change our club's external focus with 3 people taking over the activity leadership in our critical operations of Membership, Social Events and Public

Relations. Mark Erway will focus his efforts on Membership. Phil Cherry steps up to Administrative Officer to put his energy into our club activities. And we are really excited have Glenda Gephart, a boater and local media professional, take the role of Public Relations Officer with support from another local professional, Judy Cherry.

Our critical base of Education will be maintained by Charlie Fausold with support from John Flick and our cadre of instructors. Safety will be led by Ray Margeson supported by our Vessel Safety Examiners. The Bridge is complete with Fred Seip as Secretary and Marcia Taylor as Treasurer and Katie Alley as Youth Committee Chair.

We are fortunate to have an experienced Executive Committee of Mark Erway, Charlie Fausold, Ray Margeson and Tom Alley to provide guidance and perspective. This team and I are extremely excited to take on this challenge.

We view 2019 as a year of transition and welcome the input of our members to help us along this path.

Although we have had terrific support in many areas of squadron operations, I would like to recognize three people who have now completed significantly long contributions. Tom Alley has served us in Education for 14 years. Don Kloeber served as our Coordinator and Lead Vessel Safety examiner for as long as I can remember. Mark Erway served as our Commander for four continuous years (which is a record) and as the last Commander of the original Seneca Sail and Power Squadron. Please thank these super members when you see them and view their contributions as a model for our own.

- Jim, SV Brewster
co@abc-flx.org

From the Administrative Officer

By Phil Cherry, S

Vessel



Let's Party!
I've always known boaters made for good parties. I recall when I was about 14 I was

asked by a buddy if I wanted to make \$20 a day on weekends in the winter at Larchmont Yacht Club down in Westchester County. The Club had a Frostbite

Sailors race every Sunday and members would race small dinghies in Larchmont harbor. The boats were kept in the nearby shed and four of us young guys would make money hand launching their dinghies – sometimes 20 or 30 a day – in the dead of winter. We'd launch the boats in the water at about 10 am and haul them back out when they were done – maybe three in the afternoon. I'll never forget Arthur Knapp, then commodore of the club

The Drum

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would tip me 10 extra bucks if I made sure not to break his bottle of IW Harper that he so carefully packed in his sail bag every Sunday, along with a bunch of cups. And every Sunday afternoon when we'd take the boats back out of the water after a day of racing the bottle would be empty, and Mr. Knapp always had a big smile on his face – whether he won the race or not. Many of his sailing companions had the same smile.

Mr. Knapp must have liked me because after my first winter as a frostbite hauler, he made sure I got a job at the Club in the summer, when the real parties were held. I learned a lot over 3 or 4 summers working at the Club about how sailors and power boaters enjoy their parties. We

had parties practically every week, for most any occasion. Race week in early July was the big event, where daily parties were the norm, and the Oompah band would play on the front lawn while the bar was hopping.

Ever since those early days of my life, and every occasion since where I've been near boaters, I've noticed how boaters know how to have a good time. You rarely see someone on the water without a beer, or in this area, a bottle of wine. At the dock, a gin and tonic is often the norm while dock mates share a story or two of the day on the water. It also doesn't always have to do with alcohol. Many a boater knows how to have a good time without fermented splendors, relying instead of the high that comes with being on the

water and sharing the love of boating that all our members have.

As the new Administrative Officer for the ABC-FLX Chapter, one of my duties is apparently to make sure we have some parties within our club – to build camaraderie and to have a good time, both during the boating season and the off-season. While I have no specific plans as of this writing, I'm working on a "Cabin Fever Reliever" event to held soon – so keep an eye out on your email and get ready to exercise your party skills while we wait for the boating season.

- Phil

ao@abc-flx.org

From the Education Officer

By Charlie Fausold, SN-IN



This is my first column as Director of Education for our newly-re-

named club. Assistant Director John Flick and I face a tall order to try and fill the shoes of Tom Alley and Jim McGinnis who have provided such outstanding leadership in these roles over the past several years.

The former Seneca Sail and Power Squadron earned a reputation for educational innovation and excellence that is nationally recognized, and John and I will

do our best to continue that tradition. We ask for your patience and support going forward, especially when the call goes out for instructors and skippers to assist with our educational offerings.

The year is off to a busy start. Seven enthusiastic students began Piloting in February, and a smaller but equally enthusiastic group is working their way through the new Radar for Boaters course. Planning is underway for Boat Handling (a revamped version of the former Seamanship) to start in early May and Navigation, the capstone course in the navigation series of advanced courses, will get started in July. We will also be offering ABC to a group of Hidden Valley

SV Morning Glory

4H campers this summer, and perhaps one other youth organization.

A couple of internally-focused education programs are planned for late winter or early spring. Instructor Development is required for all individuals who aspire to become certified instructors, and current instructors must take a 2-hour refresher seminar to maintain their certification. Operations Training will be valuable to new and returning club leaders, as well as anyone interested in learning more about the internal structure and operations of the organization.

Finally, we would like to offer a few shorter seminars this year.

Let us know of any particular topics you would like to learn more about. For more information or to express an interest in any of these

programs please contact me at:
SEO@ABC-FLX.org.

- Charlie

seo@abc-flx.org

From the Assistant Education Officer

By John Flick

ABYC Regulations



Have you ever paused and thought about where our recreational boating safety regula-

tions come from? It makes sense that these regulations are important to people who build and repair boats, but they are equally as important to you, the person using the boat. Following these regulations and using a boat load of common sense get us back to port every time with a low probability of a bad incident occurring. For most of us, the US Coast Guard would come to mind. These laws come to us in the form of "The Code of Federal Regulations" or CFR's. A partial list of

what CFR 33 covers is distress signals, navigation rules, marine sanitation devices, various safety equipment requirements, fire extinguishing equipment, regulations that pertain to boat builders, et cetera.

Another resource is the National Fire Protection Agency or NFPA 302 Fire Protection Standard for Pleasure and Commercial Motor Craft. One may think this 67-page document goes into excruciating detail about extinguishants but that is not the case at all. It is largely about fire prevention including chapters on hulls, engines/fuel systems, cooking/heating appliances, electrical systems, carbon monoxide, and more.

The largest compilation of voluntary standards comes from the American Boat and Yacht Council or ABYC. The two-inch-thick book is called, "*Standards and Technical Information Reports for Small Craft*". This A to Z document has an exhaustive section on

all things electrical including galvanic isolators, battery chargers, batteries, inverters, and more. A partial list of some notable chapters includes thru hull fittings, inflatable boats, canoes/kayaks, steering, anchoring, and reboarding means.

Is the manufacturer of your new boat aware of all these standards and have they followed them closely? Was the previous owner of your used boat aware of these standards when he or she made modifications? Are the people that maintain and work on your vessel well versed in these constantly changing and evolving regulations? Again, these laws and regulations govern the design, construction, and use of boats. If you would like to learn more, tap into the vast resource of America's Boating Club by signing up for classes. Keep your friends and family safe out there.

- John

aseo@abc-flx.org

Membership Thoughts

By Mark Erway, AP



Let's welcome our newest members who have joined just since the first of the year:

Glenda Gephart,
Bill Phoenix,
Wendy Reynolds, and
Walter Vancise.

Additionally, there are two in process – James and Rhea Gerdes, which will bring us to a total of 75 active members!! Not wasting any time, Wendy, Walter, James and Rhea are in the Piloting class and doing fine.

Member activities are going to receive increased focus in 2019 as we hope to have much more connectivity with one another. With a group of 75 it is hard to get everyone together at one time and so we are looking at various ways for all of us to mix together at one time or another. As the activities are planned, we will be publishing them and, in some cases, contacting people to help in support roles as needed.

We can't rely solely on our certified instructors to shoulder the whole load. They can always use help to set up, or hand out curriculum, take registration and more. It will take all of us helping out in order for our overall program to

succeed. Keep an eye on our calendar. This Chapter belongs to all of us. All of us together will make it a great success.

Everyone – don't forget to check out the Member Benefits page on the national website (www.usps.org) for great discounts and offers. If you haven't been there in a while please check it out, there have been many changes. The access button is on the homepage, so it's just an easy click.

- Mark
membership@abc-flx.org

Water Lines

By Glenda Gephart

Meet Our New PRO



On summer Sundays past, like so many folks in the Finger Lakes, my family would be on Seneca Lake, ap-

preciating the lake's joys and beauty. Today, we're down to two, but our Sundays continue to

be precious and the joy is deeper than ever.

My gratitude for access to Seneca and other waterways – via a powerboat designed for fishing – is coupled with a strong belief in boater education and safety. When asked to help spread the word about the re-branded Finger Lakes Chapter of America's Boating Club, the group's focus on education and safety hooked and reeled me in.

I'm excited about finding ways to encourage more boaters – especially families – to enroll in courses, meet fellow boaters and

expand their fun on the water. And to be safe doing it! I'm looking forward to meeting more folks myself, and, hopefully, furthering the classes I have taken.

My background is journalism, which brought me to the region as a Star-Gazette reporter. Over the years, I've worked as a freelancer or volunteer with many Schuyler County organizations to increase awareness about the outstanding things they do. I'm glad to be adding the ABC-FLX to the list.

- Glenda
pro@abc-flx.org

Upcoming Classes & Seminars

Operations Training

Spring 2019

Video provides a powerful way to help you prove your point. When you click Online Video, you can paste in the embed code for the video you want to add. You can also type a keyword to search online for the video that best fits your document.

When: Spring 2019

Duration: 1 Session (2 hrs)

Where: TBA

Prerequisites: Active USPS membership.

Lead Instructor: Charlie Fausold

Course Cost: Free

Register:

Boat Handling

Starts early 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.

The Boat Handling course consists of six, two-hour seminar sessions. These sessions include an overview of USCG rules (COLREGS), PowerPoint slides, videos and animations. Best of all, several of the sessions will be held on the water, aboard real boats where you can practice what we cover in the classroom.

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).

Don't have time for the whole class? Then take advantage of the new format and structure and just sign up for the sessions you are interested in!

When: May-June 2019

Duration: 9 weeks

Where: Watkins Glen

Prerequisites: None.

Lead Instructor: Tom Alley

Course Cost: \$70 (USPS members), \$22 (add'l family members), \$110 (nonmembers)

This course has limited seating due to its on-the-water component. Priority will be given to students who sign up early. Also, students enrolling for the entire course will be given priority over those signing up for selected sessions.

Stargazing 101

Summer or Early Fall

How often have you looked up into the sky and wondered what you were looking at? Is that a star? A planet? Or just an airplane?

This seminar will provide you the basic skills you need to begin identifying common constellations and some of the specific bodies used for traditional off-shore navigation. It will help you figure out where to look to find specific objects like the Andromeda Galaxy or the Polaris, the North Star.

Best of all, this seminar is open to the public. You are encouraged to bring your family and invite all your friends.

At the present time, it was learned that the Corning Community College Planetarium is scheduled to be refurbished and remodeled in 2019. As such, a reopening date has not been announced. We are searching for an alternate venue. Stay tuned for details.

Navigation

Starts July 2019

Following on the heels of our JN class, we will be offering the second part of the celestial navigation series this year.

Navigation is the class where students will hone their navigational skills to the pinnacle of traditional navigation – that of navigating by the stars.

Beginning this summer, we will take things out on the water and collect sextant observations of stars, planets, and the moon to accumulate enough data for everyone's "N" version of the sight folder.

Classroom sessions will begin in September and extend through December and will end with a two-week take-home examination.

All Navigation students will be required to attend the "Stargazing 101" session described above.

When: July-December 2019

Where: Watkins Glen Village Marina (OTW sessions). Classroom session location TBD.

Prerequisites: JN, Stargazing 101

Lead Instructor: Tom Alley

Course Cost: \$230 (USPS members), \$67 (add'l family members), \$375 (nonmembers)

Registration: This course is open to all USPS members, regardless of squadron/chapter affiliation.

simply attending a 2-hour seminar.

Instructor Certification is a requirement for teaching any course where nonmembers (i.e., the general public) are present.

If your certification is expiring, or if you are interested in becoming certified, please contact any member of the Education Department.

please contact either of the following individuals:

SEO Charlie Fausold, Finger Lakes Chapter

seo@abc-flx.org

ASEO John Flick

aseo@abc-flx.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.

Instructor Recertification

If you are a USPS Certified Instructor, then your certification must be renewed every four years. The good news is that it's easy to renew your certification by

How To Register

If you are interested in getting more details about any of these courses, or better yet, to sign up,

Long-Term Class Schedule

From the Finger Lakes Chapter Education Department

Courses	2019	2020	2021	2022	2023	2024
Public	ABC	ABC	ABC	ABC	ABC	ABC
Basic	Boat Handling	Sail	Boat Handling	Sail	Boat Handling	Sail
Advanced Level	Piloting	Advanced Piloting	Piloting	Advanced Piloting	Piloting	Advanced Piloting
Senior Level	Navigation			Junior Navigation		
Electives	Radar for Boaters Cruise Planning	Marine Electronics	Electronic Navigation	Instructor Training	Marine Comm.	
Seminars	GPS Nav	Power Boating	Paddle Smart	Trailing and Docking	Partner in Cmd.	
Self Study	Any Class	Any Class	Any Class	Any Class	Any Class	Any Class

USPS News: Local, District, National & More

Awareness: GPS Week

Number Rollover

The Global Positioning System Directorate has released a [Federal Register Notice](#) announcing plans to execute a test in February 2019 to investigate legacy receiver week roll-over behavior and analyze any off-nominal behavior exhibited.

The Global Positioning System (GPS) week number rollover occurs in the GPS legacy navigation (LNAV) message every 1024 weeks due to the GPS week number being represented by only 10 bits within the LNAV message. The next GPS week number roll over will occur 18 seconds prior to the 0000Z boundary (Coordinated Universal Time) between April 6/7 2019. In most cases, any negative response from a GPS receiver caused by a problem accounting for the 10-bit week number roll over would likely affect the calendar conversion from GPS time to UTC date/time and could result in the GPS receiver thinking it had jumped backward in time by 1024 weeks to 21/22 August 1999.

Cooperative Charting

In addition to preparing boats for the season SPRING is also a good time to plan your next Cooperative Charting cruise day! Once you have found something in your area that doesn't agree with your chart, it is time to report a correction. For those who are interested in finding out how to do this without a whole day's search on the website, here is the important part. It's called, Now that I have the location, what do I do with it!

The following links take you to what information needs to be recorded and how to write up a report. Then send it to me and we send it to national to get it to NOAA. You can reach me at judySwanson@twcny.rr.com.

The 2018 cooperative charting operating procedure can be found here:

<https://tinyurl.com/yacs9h6f>

and the Coast Pilot can be found here:

<https://tinyurl.com/yx8nt9o4>

- RC Judy Swanson SN-CN

Happy Birthday!

Best wishes to Finger Lakes Chapter members who are celebrating their birthday in next couple of months.

March

- William Clack
- Mark Erway
- Helene Fausold
- Jim McGinnis
- Steve Pietro
- Wendy Reynolds

April

- Henry Cabezas
- Carolyn Clack
- David Dawson-Elli
- Andrea Johnson
- Andrew Seubert
- Anthony Validzic
- Walter Vancise

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 Finger Lakes Chapter or one of our neighboring squadrons.

Contact Tom Alley:

editor@abc-flx.org

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Safe Boating and Vessel Safety Checks

By Don Kloeber, AP

MV Bacchus

I have been involved with our Vessel Safety Check (VSC) program for nearly 20 years and have recently chaired our VSC committee. After recruiting and certifying additional Vessel Examiners (VE's) I am turning over the VSC program to Ray Margeson's leadership.

I encourage our membership to practice safe boating and to support our VSC efforts. To that end I am initiating a Safe Boating / VSC column that I have asked our other VE's to help carry forward.

I have recently become engaged in a somewhat heated online discussion regarding specific requirements for Documented Vessels. I realize many of our member boats are registered with New York State and may not be federally documented. This inaugural article deals with some of the detailed marking requirements for documented boats.

One of the requirements for documented vessels and the specific discussion item I became involved in has to do with marking requirements. In addition to having the boat name and hailing port properly displayed on the stern or both sides of the hull, the requirements include the need to display the vessel's documentation number provided by the National Vessel Documentation Center (NVDC). The exact wording of that Code of Federal Regulations follows:

46 CFR § 67.121 - Official number marking requirement.

"The official number of the vessel, preceded by the abbreviation "NO." must be marked in block-type Arabic numerals not less than three inches in height on some clearly visible interior structural part of the hull. The number must be permanently affixed to the vessel so that alteration, removal, or replacement would be obvious. If the official number is on a separate plate, the plate must be fastened in such a manner that its removal would normally cause some scarring of or damage to the surrounding hull area."

The discussions were prompted by a USCGAux VE that tried to convince me and others that the only acceptable interpretation of "clearly visible" was that the documentation number HAD to be in a salon, at/near the helm, or other normally occupied space of a vessel that was obvious when anyone boarded the vessel. This was contrary to what I was taught and practiced as a VE. My understanding was that any location which met the "interior of the hull or structure" that was clearly visible (i.e. not hidden by machinery, equipment, bulkheads, etc) was acceptable. In fact, my boat and many I have

inspected and Passed had documentation numbers in the engine room/space, on the hull, or on a stringer. In order better understand which interpretation was correct I turned to our USPS VSC resources at USPS Headquarters who in turn assisted with contacting knowledgeable resources at USCG HQ, USCGAux HQ and the



Photo 1: Proper display of a federal documentation number.

NVDC.

To make a long story a little shorter and confirm the requirements that those of us with documented vessels need to comply with the following summarizes the key points I learned:

The CFR definition of **Hull**: includes the structural members of the vessel so locations (as in photo) in engine room/space, in lazarette, locker, et cetera are acceptable if the requirements regarding minimum size (3 inches), block-type Arabic numerals, preceded by "NO." are also met. The USCG experts provided further clarification that the "on some clearly visible interior structural part of the

hull” replace the previous “main beam” terminology that implied marking (traditionally engraved or carved into) a main structural member of wooden boats. Also important to this marking is that it must be “permanent” such that removal would cause scarring of the hull or structure. To meet this requirement, painted or adhesive numbers must be coated with a layer of glass and

resin or several coats of polyester or epoxy resin. Engraved plates need to be adhered with a “permanent” adhesive (e.g. 3M 5200) or be glassed over (some placards have screws which are acceptable only as a temporary method of holding the placard in place while the adhesive or covering cures.

I encourage members to practice safe boating and to consider

having a VSC performed. To schedule a VSC you can make a request from our ABC-FLX website or contact any of our VEs Ray Margeson, Mark Erway, Charlie Fausold or me directly.

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The Project Manager's Approach to Cruising & Cruise Planning

Part I: Cruise Planning – Winter 2018-2019

By Don Kloeber

MV Bacchus

Introduction

My wife, Marge, and I planned a cruise aboard *Bacchus* in 2019. This multi-article series is about our most extensive and adventurous cruise to date and one we have talked about for approximately 20 years. In a nutshell, our goal is to explore, experience and enjoy Lake Huron's Georgian Bay. More specifically, the eastern shore area of Georgian Bay known as the 30,000 Islands.

We were first introduced to Georgian Bay back in 1997 when we traversed the Trent-Severn Waterway (TSW) and spent two days and one night on Georgian Bay. While we thoroughly enjoyed the TSW, boaters and marina employees we met all told us the 30,000 Islands of Georgian Bay were spectacular and not to be missed. Unfortunately, we were at the mid-point of our vacation and were forced to turn around and head back to home port on Seneca Lake and return to work. Now retired, we are no longer limited to two- to four-week cruises.

Background

I'll digress to provide a little background.

Our current boat, *Bacchus*, is a 34-foot Mainship Hard Top Trawler. She is powered by a single 6-cylinder, 370 HP

Yanmar diesel. We normally cruise at 1,600 to 1,800 RPM and 8-9 MPH.

We can cruise at 12 to 14 MPH for limited duration if necessary, to out run poor weather or other undesirable conditions.

Bacchus' instrumentation includes a Raymarine Multi-Function Display with GPS, chart plotter, depth/fish finder and auto-pilot making both open water and near-shore cruising easy. *Bacchus* also came equipped with both bow and stern thrusters, making maneuvering the single screw a real piece of cake. A starboard side door at the helm make canal locking and even single handing pretty easy. An anchor windlass and generator round out our equipment list and should make the extended cruise both easy and comfortable.

Since joining Seneca Sail & Power Squadron in 1988 we have cruised extensively and consider boating and cruising our passion. With the knowledge gained taking and instructing USPS courses, up to Advanced Piloting and many electives, we felt comfortable venturing off, frequently on our own, to cruise all of New York's canals, The St. Lawrence, Thousand Islands, Lake Champlain and Canada's Rideau and Trent-Severn Canals.

My 32-year professional career included over 25 years as a project manager (PM), planning and executing technical projects for Corning Incorporated. Since retiring in 2004, I have worked part time instructing project management training courses and sharing the art, science and best practices of project management.

For those unfamiliar with PM, we recognize a project life cycle as activities organized into four phases –Initiation, Planning, Implementation and Close-Out. Similar to many of life's activities, cruising can be thought to fit the project life cycle very well. More importantly, following some PM best practices can enhance the safety, enjoyment, and overall success of cruising.

The following outlines and summarizes the project to realize our goal of experiencing Georgian Bay's 30,000 Islands and to enjoy the Trent-Severn Waterway at a more leisurely pace than we did in 1997.

Cruise (Project) Initiation

We have talked about returning to the Trent-Severn and Georgian Bay for nearly 20 years with the goal of experiencing it at a leisurely pace only possible in retirement. During the winter of 2018 we again talked about our goal and decided we needed to either act on our goals or to

stop talking about it and be satisfied cruising more locally. We decided that we had a perfect boat to do this cruise, we had no commitments that would prevent our going, and most importantly we had our health and ability to make the cruise possible. We found no barriers to prevent us from converting our goals into plans and implementing those plans.

Our project became roughly defined as a 2019 summer long cruise aboard *Bacchus*. Our goal was to do this at a leisurely enough pace to make it enjoyable. Our goals included once again experiencing the Trent-Severn Waterway and added exploring Georgian Bay's 30,000 Islands. Initial rough estimates make this a 1,500 statute mile round trip.

Allowing 10-12 weeks for a 1,500-mile trip should accommodate a relaxed pace since we completed 1,000 miles through the same area in just four weeks in 1997. Not needing a 2019 season slip on Seneca Lake provided funds that would satisfy a significant portion of our marina fees. Our tentative plans also include a desire to do more anchoring out than we have done previously. With *Bacchus* being self-sufficient and our itinerary including extensive protected anchorages, we look forward to the scenery and solitude of anchoring.

Major Cruise Legs

For planning purposes, I have broken the cruise into four legs for each one-way trip.

1. Seneca Lake (North end) to Oswego

2. Oswego, NY to Trenton, Ontario
3. The Trent-Severn Waterway
4. Georgian Bay's 30,000 Islands

Preliminary Timing

Our preliminary project schedule is to take May 2019 to unwrap, clean, wax, complete spring commissioning, maintenance and upgrade projects and prepare to depart. I have allowed three to four weeks to reach Georgian Bay and plan to spend about a week in Honey Harbor, Ontario, at the nicest marina we have experienced in 30 years of cruising. Another three to four weeks are planned exploring Georgian Bay and the 30,000 Islands with a second possible return stop in Honey Harbor. That leaves another three to four weeks for the return to Seneca Lake via the Trent-Severn Waterway, Lake Ontario, and New York Canals by Labor Day.

Cruise (Project) Planning

For planning purposes, breaking the cruise into four distinct legs has proved helpful as the legs have some unique aspects and some of the planning tools are specific to the respective legs.

As with many topics these days, I have found a combination of hard copy and electronic tools and resources most helpful. I'll cover planning for each of the respective legs and then the generic tools with wider application.

Seneca Lake (N End) to Oswego

Distance is approximately 85 statute miles via the Erie and Oswego canals.

This is a trip we have made many times and while we have no desire to spend long days cruising, we will likely skip any sightseeing or exploring along this leg.

From prior experience this is an easy two- to three-day trip.

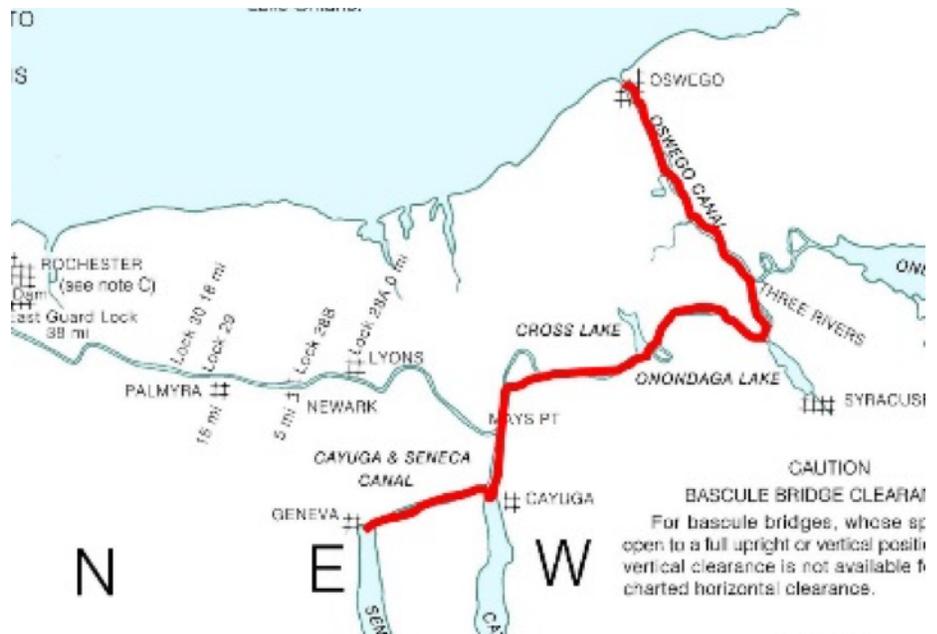


Figure 1: Leg 1 – Seneca Lake to Oswego, NY.

Useful resources:

- prior cruise logs w/mileage
- hours & port/marina notes
- NY Canal Chart Book

Oswego, NY to Trenton, Ont

Distance of 100 statute miles via Lake Ontario, Adolphus Reach, and the Bay of Quinte.

We have done this before in about a half day (with a much faster boat) but at trawler speeds this will likely be a two-day cruise, not including any layover days in Oswego waiting out poor weather and Lake Ontario waves. An overnight at either Prinyer's Cove or Picton, Ontario is also planned.

Trenton/Quinte West is the gateway to the Trent-Severn Waterway and we plan to spend a couple days to explore and relax before heading through the Trent-Severn Waterway. The Trent Port Marina is a relatively new facility and many long-distance cruising boaters have rated this one of their top marinas. Thus, it is one we look forward to checking out.

Useful Resources:

- Prior cruise logs,
- Richardson's Lake Ontario Chart Book.
- [Canada Boater Services Agency \(CBSA\)](#) website – information and links on crossing the US-Canadian Border and check-in locations and requirements

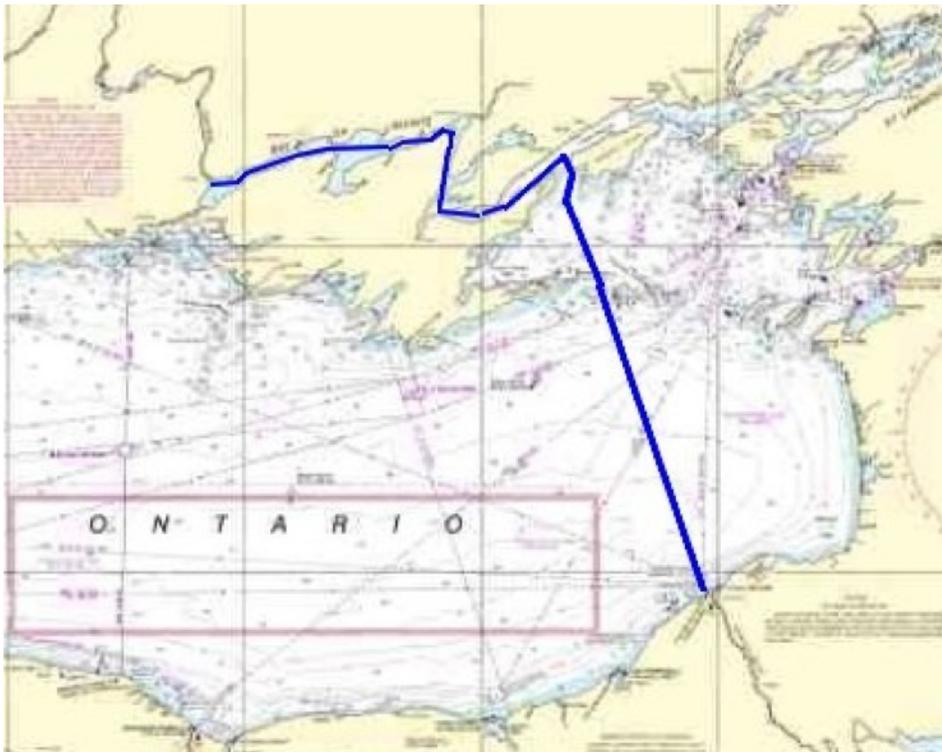


Figure 3: Leg 2 - Oswego, NY to Trenton, Ontario.

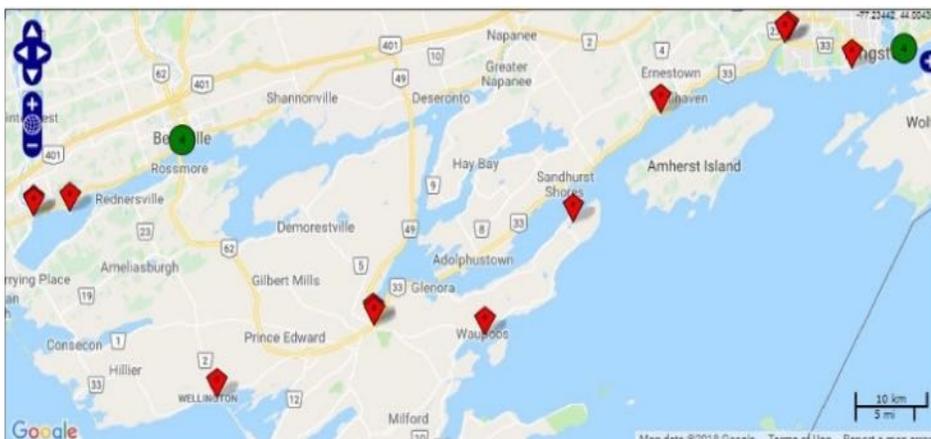


Figure 2: Leg 2 - Adolphus Reach and Bay of Quinte.

The Trent-Severn Waterway

The Trent-Severn Waterway is a Canadian National Historical Canal connecting Lake Ontario with Georgian Bay. It covers 240 statute miles, including 44 locks, rising 590 feet from Lake Ontario to the high point (Balsam Lock) before dropping 260 ft to Georgian Bay.

Two interesting “locks” on the Trent-Severn Waterway are #21 at Peterborough (64-foot lift) and #36 at Kirkfield. Both are gravity driven hydraulic lift locks. The hydraulic locks each consist of two chambers (one up-bound and one down-bound) that operate in tandem. The upper chamber is filled with more water than the lower chamber and gravity provides the force to operate the lock. The process is then reversed. Vessels can tie-off as there is no turbulence



Figure 4: Leg 3 - Trent-Severn Waterway.



Photo 2: Hydraulic lift lock on the Trent-Severn.

or vertical movement within the chamber – the whole chamber raises and lowers.

Perhaps the most interesting and talked about “lock” on the Trent-Severn Waterway is the marine railway, Big Chute Lock # 44.

Boats are secured on a submerged rail car using slings and hydraulic cylinders. The car load of boats then travels up an



Photo 3: “Big Chute” marine railway on the Trent-Severn.

incline, out of the water, across a road, down an incline and back into the water before being released and allowed to continue their travels.

Lock permits are available in several forms from single round trip lock, one- and six-day, one-way Trent-Severn Waterway transit and seasonal. For a round trip a season pass at \$8.80 CDN per foot is the most economical.

Lock walls make a convenient and a pleasant overnight mooring spot. Most locks feature rest rooms, picnic tables and grills in park-like surroundings. Overnight mooring is \$0.90 CDN per foot or \$9.80 CDN per foot unlimited for the season. For our leisurely two-way transit, a season mooring pass will likely be our choice. Electric power is available at only a few (4?) locks and is \$10.00 CDN per night.

While the Trent-Severn can be traversed in 1 to 1½ weeks, our plan is to take two to three weeks to allow time to explore and enjoy.

Resources:

- [TSW Interactive Map](#) – includes: Trent-Severn Waterway mile marker; lock lift and lock phone numbers
- TSW Paper Charts – The complete set is broken into seven segments and consists of a total of 22 strip charts (16” x various lengths). Especially useful for exploring and anchoring in the many lakes.
- [Requirements for Foreign Recreational Boaters In Canadian Waters](#)
- Ports Cruising Guide Trent-Severn and Lake Simcoe –

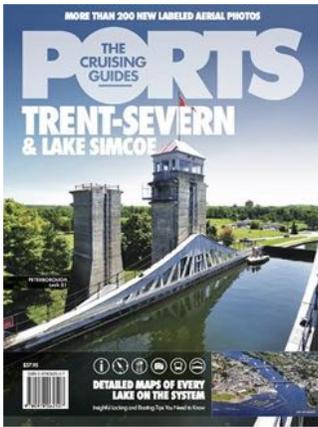


Figure 6: Paper chartbook for the Trent-Severn.

A great planning & cruising aide that contains comprehensive planning info including: marinas, anchorages, locks, restaurants, fuel, supplies, “things to do”, GPS coordinates, a distance chart and many aerial photos.

Eastern Georgian Bay's 30,000 Islands

When viewing a large-scale chart, the extent of islands in Georgian Bay is not very apparent. Eastern Georgian Bay can be traversed via two primary routes: The “Outside Route” and the “Inland Small Craft Route”. The initial plan is to spend most of the time exploring the many scenic islands and bays via the inland route. Frequent anchoring in protected waters with an occasional stop in towns for sightseeing, a meal

out, marina services, and provisioning. There may be situations during the return trip that we may choose to take the outside route during favorable conditions to provide a short cut to an area we'd like to explore.

The detailed charts of the Georgian Bay Small Craft Route reveal a very different picture. The chart below covers a 2-mile section of the Small Craft Route south of Parry Sound.

Resources

- BoatingGeorgianBay.com provides a number of online tools that are helpful for planning a cruise in this area including: ports of call, favorite anchorages, marina and restaurant reviews;
- The Great Lakes Cruising Club offers a detailed and extensive cruising guide to its members. There are many magazine articles and boater blogs that also provide recommendations.

This concludes the introduction and cruise planning summary. In future articles I will outline some boating apps and electronic tools as well as my spring boat prep projects.

I anticipate a post cruise ABC-FLX program/presentation that will include: cruise highlights, an evaluation of our actual cruise versus the plan, as well as our lessons learned.

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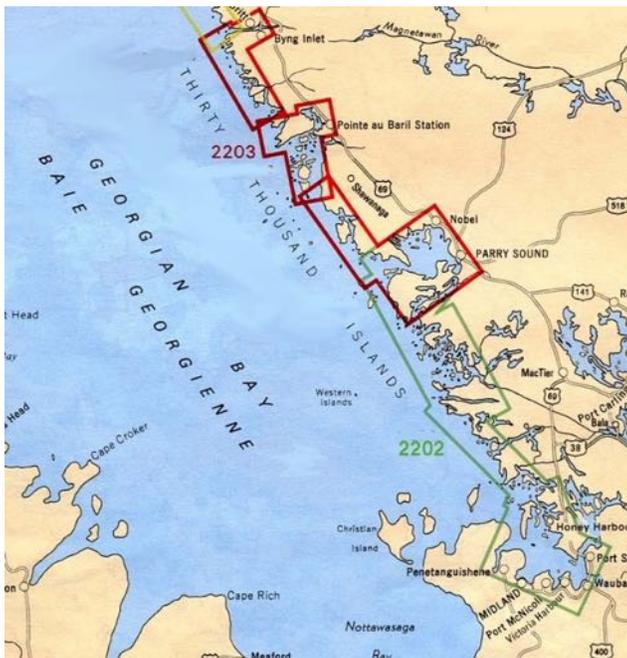


Figure 5: Large-scale chart of Georgian Bay.

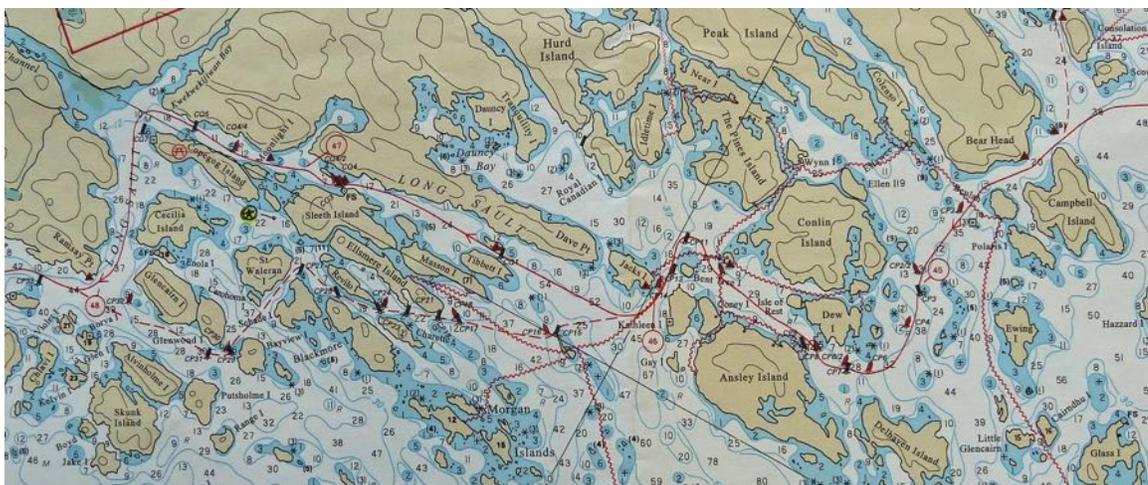


Figure 7: Small-scale chart of Georgian Bay.

Sampson State Park Marina Updates

By Don Kloeber

MV Bacchus

SAMPSON STATE PARK ROMULUS, NEW YORK

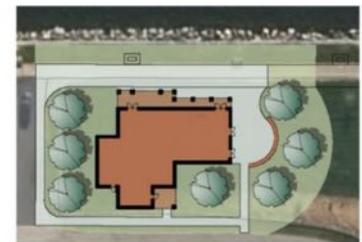


Figure 8: The conceptual plans for Sampson Marina include the immediate marina improvements as well as new boater restrooms & showers, ships store, Marine entrance wave abatement and a waterfront food, drink & entertainment facility.

Many of you are aware of a campaign initiated by the Friends of Sampson State Park - Marina Committee (Friends) working with NY Office of Parks, Recreation & Historic Preservation (OPRHP) to save Sampson Marina. The campaign focused on finding a workable approach that would enable improving and operating the Sampson State Park Marina well into the future. Some of you may have participated in a marketing survey a couple years

ago that helped justify the improvement effort and investment.

I am extremely pleased to inform our ABC-FLX members that we have great news for Seneca Lake boaters. The Friends and Sampson slip holders have been informed that OPRHP has awarded a long-term concession lease to SamSen, LLC. As a result, Sampson Marina is undergoing a significant renovation project, which will result in a brand-new marina for the 2019 boating season.

The following are excerpts of a letter from OPRHP Finger Lakes Regional Office and SamSen, LLC announcing the arrangement and plans for the marina:

"SamSen is a marina and outdoor recreation operation entity owned by the Sessler Companies of Waterloo, NY. Sessler is a second and third generation company whose businesses include demolition and environmental services, real estate development, and property management. As lifelong residents of the Finger Lakes and boaters

of Seneca Lake we are excited to embark on this venture to partner with New York State Parks to offer exceptional services to boaters on Seneca Lake.

The improvements you'll see at Sampson Marina will include all new docks and dock layout, new electric and water utilities, upgraded lighting, a reconstructed boat launch, (marina) entrance revetment to reduce wave action within the marina, all new landscaping, sidewalks, and many more structural improvements which will ensure the stability of the marina for decades to come. We are going to continue making upgrades

and adding additional amenities over the coming seasons.

We are confident that you will be as excited as we are to enjoy the newly renovated marina at Sampson State Park. We anticipate having the marina open by June 1, 2019.

Thank you for your continued patronage and we are looking forward to meeting you all during the coming boating season at Sampson Marina. For additional information and updates regarding SamSen please visit our website at samsenparks.com”

In addition to the improvements outlined above is the fact that during reconstruction the entire marina had been “dewatered”

and undergone extensive “dredging”. The increased water depths are anticipated to, once again, permit accommodating fixed keel sail boats on both a seasonal and transient basis. The SamSen lease also includes the Seneca Lake State Park Marina and SamSen will be managing and likely improving that marina in the future.

I encourage all ABC-FLX members to make it a point to visit Sampson, preferably by boat, to inspect, enjoy and support the new and improved Sampson Marina.

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Photo 4: After dewatering and “dredging” the marina.



Photo 5: The temporary “dam” in place that allowed dewatering, “dredging” and reconstruction work. New dock structural supports being installed.

The Last Word

By Tom Alley, SN

SV Tomfoolery



As my role within America's Boating Club continues to evolve, I have the opportunity to interact

more frequently with others at both district and national levels. This interaction affords me the opportunity to stay "tuned in" to the course being plotted for our organization and the reasons being cited for the changes being made.

We've all seen the membership data and its unrelenting downward trend. One thing is certain, and that is if the United States Power Squadrons continue to operate as they operate now, then the organization will cease to exist in the not too distant future, so there is a lot riding on decisions that get made today.

This past week I spent a number of hours in meetings and seminars at the National Annual Meeting of the USPS. If there was a common theme in all of the meetings, it was member recruitment.

This starts with identifying potential members. Let's face it, as much as we might wish it, America's Boating Club (a.k.a., the USPS) is not for everyone. But this doesn't mean it can't be of significant importance to some people. Who are the people we want to attract?

After identifying our clientele, we need to figure out what motivates them to want to write out a check for membership dues every year. In other words, why would anyone want to be a member?

Once we figure out why people want to be members, the next question becomes, "What do we need to offer to satisfy our members' wants and needs?" In other words, what will make them want to remain members?

Logically, the final question becomes, "How do we do all of this?"

So, while the questions are simple:

Who? Why? What? How?

The answers are a little more complex.

The national board is proposing some answers. There are some interesting (and encouraging)

programs being developed, but their success will be determined by how well these programs scale down to a local level in our own community. An example is the 2018 effort to promote brand awareness and continuity under the "America's Boating Club" moniker, but the success of this effort will depend entirely upon each squadron's or chapter's ability to market this brand identifier and to establish themselves as the local subject matter expert when it comes to all things boating.

I know one thing for sure: This will require some effort from each and every one of us. Success, in my opinion, will come if many of us carry light loads instead of relying on a few to carry really heavy ones.

So, what's this issue's last word? It's what each of us needs to be:

Involved.

- Your Editor, Tom

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As always, send your thoughts about this newsletter to:

editor@abc-flx.org

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Calendar of Events

March 2019

- 01 Seneca *Drum* March issue publication date.
 12 Bridge Meeting, *Human Services Building, Montour Falls, NY* (1900)

April 2019

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

May 2019

- TBA Boat Handling course begins.
 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
 TBA D/6 Rendezvous fleet departure, *Watkins Glen, NY*

July 2019

- TBA Navigation course sight-taking sessions begin.
 01-04 D/6 2019 Rendezvous. *Buffalo, NY*. (D/6)
 04-07 Tall Ships Buffalo, *Buffalo, NY*.
 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)
 13 Bridge Meeting (1900)
 23 Deadline for *Drum* Articles

September 2019

- 01 Seneca *Drum* September issue publication date.

- 08-15 USPS Governing Board Meeting, *Louisville, KY*. (National)
 10 Bridge Meeting (1900)
 TBA Navigation classroom sessions begin.

October 2019

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

November 2019

- 01 Seneca *Drum* November issue publication date
 12 Bridge Meeting (1900)
 15 *The Deep 6* fall issue publication date. (Delayed 1 week to cover Conference activities.) (D/6)
 TBA District 6 Fall Council & Conference (D/6)

December 2019

- 16 Deadline for *Drum* Articles

January 2020

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

February 2020

- 01 *The Deep 6* winter issue publication date. (D/6)
 11 Bridge Meeting (1900)
 09-16 USPS Annual Meeting, *Ponte Vedra, FL* (National)
 22 Deadline for *Drum* Articles

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

<http://www.abc-flx.org>

or our Facebook page:

<http://facebook.com/SenecaPowerSquadron>

for any last-minute changes.