

AMERICA'S BOATING CLUB®

For Boaters, By Boaters™




THE DRUM

A Publication of the Finger Lakes Chapter

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Report any errors or omissions to:
editor@abc-flx.org

From The Commander

By Jim McGinnis, AP SV Brewster

2020 Here We Come!

“Out with the old and in with the new.” Not sure who said that, but it makes sense for us all when the last decade is ending and a new one beginning.

We started making a transition to America’s Boating Club in 2019 to refresh the brand and make our style of teaching boating safety more accessible to people. These are people and families with less time for each activity and more activities to fill their time. At the same time, we want to continue to provide support and advice on boating safety and making boating safer for our community.

My sense is that we are doing a good job on that. Our organization is growing and gaining members which is a good sign. We are teaching more basic boating classes and are growing the numbers of people who are taking our classes. We continue to provide a focus on youth with our ABC classes for scouts, campers and the



public in our community. Whenever we complete a vessel safety check, we are improving safety and building self-confidence in the boat owner. They can be more ready to have their family and friends on their boat.

Next year we hope to add support for ABC classes in Ithaca to help re-brand and revitalize that club.

We are planning to offer a joint ABC Class with the Watkins Glen Yacht Club for the public.

We will offer a free 2-hour boating orientation with Vessel Safety Check on a person’s boat as a new way to meet the boating community and gain new members.

And we will offer the full suite of classes from Sail to Advanced Piloting to Navigation. By the way, we can always use class assistants from teaching knot tying (a great way to learn the knots cold is to teach them to others) to using members boats for the “on the water” classes. Please contact Charlie Fausold – SEO, and/or John Flick – ASEO, to offer your time for a specific class.

We will be conducting vessel safety checks when the weather allows us to get boats in the water. Contact Ray Margeson to join that crew.

So, let’s get on with the new – but don’t forget the old. The relationships and friends we find through boating are among the best we can make. They are with you no matter what situations arise.

“Friends are like Stars; you don’t have to see them to know they are there.”

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

From the Administrative Officer

By Phil Cherry, S

SV Harmony

2020 Is Your Year!



If you're at all like me, you look back on the previous year and recap the highlights and low points of the

past 12 months. One of my high points in 2019 was my continued involvement in the business of this organization - the Finger Lakes Chapter of America's Boating Club. We've done some amazing things this year as an organization – especially the siting of our “PFD tree” at the new Kayak Launch site in Watkins Glen not to mention the classes we conducted throughout the year. I personally took the Piloting and Cruise Planning courses,

and they were fantastic! Check out our website for future class offerings. [...and the list in this newsletter! -Ed.]

However, I want to write this month about you! Yes, you. If you're reading this article you are a member of our organization – or perhaps living with one. Regardless, you are interested enough in boating to be reading this and connected to the community and the mission of safe boating through this organization – so why not contribute to its efforts?

Each year we are required by our bylaws to elect a group of officers and executive committee members to serve as a leadership team for our efforts. Each year we've had excellent choices and quality individuals who step up and offer their time and talents toward running our

The Drum

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organization. The problem is that many times it's the same 10-20 individuals who are doing all the work, and yet our organization has over 80 members.

I understand that not everyone is cut out for leadership roles in organizations such as ours, however I do believe that everyone can contribute in their own way, and there's plenty to do.

The work is not terribly difficult, and the time commitment is minimal (we usually meet one evening

a month for short business meetings, and then a few social events each year). There are no special skills required to simply attend meetings and contribute to the discussion, and all or members are welcome to attend and get involved.

If you have talents as a teacher or administrator, there are ample opportunities to get more heavily involved and become a member of our Bridge, Executive Committee, or Education Department. If you are interested in serving please

contact Jim McGuinness, our Chapter President, or any of the folks listed in the blue box on page 2 and ask about getting more involved. Our organization is only as strong as our members and the skills and talents that each of us bring to the mission of safe boating education.

Make 2020 the year to jump in and get involved!

- Phil

ao@abc-flx.org

From the Education Director

By Charlie Fausold, SN-IN

Congratulations!



Congratulations to our four new Certified Instructors! Jim McGinnis, John Flick

and Fred Seip all completed the *Instructor Development (ID)* course and passed the "exam," which consisted of preparing a one-hour lesson plan which was then graded by expert USPS reviewers. ID focuses on concepts of adult learning, techniques for student engagement, applications of technology, and creating accessible learning environments. Practice presentations and peer feedback are important components of the course.

In addition, Mark Erway has also earned USPS Certified Instructor status as a result of successfully completing an instructor training program through the US Coast Guard Auxiliary. USPS and USCG Aux have a reciprocity agreement to accept each other's certified instructors. Top quality instruction is one of the hallmarks of USPS, and it is great to be adding to our ranks of certified instructors.

Courses & Course Work

In other news, the *Cruising and Cruise Planning* class led by Don Kloeber has wrapped up, while a small but steadfast class continues to work through *Navigation* under instructor Tom Alley. *Navigation* is a rigorous and challenging course that is the capstone of the core sequence of *Boat Handling*, *Piloting*, *Advanced Piloting*, *Junior Navigation* and *Navigation*.

Speaking of which, registration is now open for *Advanced Piloting*, which will begin February 6th at 7pm in the Human Services Building in Montour Falls. This course builds and expands on the knowledge and skills acquired in *Piloting* (which focuses on inland waters) to prepare skippers for navigating successfully in more challenging coastal environments. Please contact me at 607-207-7771 or seo@abc-flx.org to sign up.

Registration will also open soon for *Marine Electrical Systems*, beginning in March in the Human Services Building. This course is presented in seven chapters that start with an explanation of what electricity is, followed by discussions on boat electrical wiring, DC and AC electrical systems, galvanic and stray current corrosion, lightning protection, and ends with troubleshooting of boat

electrical problems. The course includes detailed instructions on how to use a multimeter, how to solder and crimp electrical wiring circuits, and how to read electrical wiring diagrams. This course can be used as a reference guide for anyone interested in properly

maintaining their boat electrical system. Please contact me to register.

Finally, we would also like to offer at least a couple of two-hour seminars in 2020. "How to Trailer a Boat" has been suggested but

there are many to choose from. Please let me know if there is anything in particular you are interested in.

- Charlie

seo@abc-flx.org

From the Assistant Education Officer

By John Flick

Toes In The Sand



I think lots of us would like to be chillin' under a palm tree with a colorful umbrella sticking

out of our cold adult beverage, but this month's article is about a different "toe." I recently towed my 22-foot power boat over 1,600 miles from New York to Houston, Texas. The ten-year-old pickup truck pulling a twenty-year-old boat trailer performed flawlessly without a hitch (...might be a bad pun there). Since the topic is fresh on my mind, I would like to share some important thoughts about it.

I have never spent four consecutive days towing a boat. I experienced heavy rain in the south and very ugly road conditions between Salamanca and Cleveland with a number of vehicles off the road and/or crashed. We all know that heading west from the Finger Lakes on 86 this time of year is a crap shoot regarding the weather

and road conditions. I was not limited by mountains nor was I limited by speed as my tow vehicle had plenty of power. The point of this paragraph is that I found towing to be more taxing mentally than I anticipated. If you ever embark on a similar journey, please don't overdo it. It is not wise, like planning a leg of a cruise that is too long, and not practical or fun.

Clearly, maneuvering a long rig is a different ball game from driving your Mini Cooper. One problem is that other drivers don't seem to get this. They don't appear to understand why you are not moving when you've got yourself in a pickle at a service station you had no business entering. Never forget you are towing and avoid entering a business or parking lot too fast. Scan the scene to the best of your ability before committing to enter - you'll avoid lots of evil looks from your fellow drivers. I'm sure nowadays there are plenty of apps that tell you where trailer friendly services are, but wouldn't that take all the fun out of it?

I think it is easy for us to ignore or neglect the four components between our potentially expensive

boat and tow vehicle. These simple components are the ball, the hitch, the pin, and the receiver. Keeping our eye on these items is especially important for us since we live in salt country.

Make sure your trailer ball is both the correct diameter (compatible with the trailer coupler) and is of the appropriate capacity or weight. Two-inch diameter balls are the most common. If you were to inspect two side by side, it's obvious which one can handle more weight as there is a distinct difference in the diameter of the threaded stock and associated nut. When is the last time you checked the nut tightness? Is there a lock washer installed? If you happen to have a torque wrench laying around, use it following manufacturers recommendations.

The ball is fastened to the receiver. This doesn't make sense to me as I would expect the female portion of the system to be the receiver. Sometimes, it is important to ignore logic. Is the receiver and the pin holding it to the hitch the appropriate size and capacity? Do you want a lockable pin?

The hitch is, of course, the part that is bolted or welded to your

vehicle frame. Is the hitch capacity matched to what you are towing?

I encourage you to very closely inspect the components mentioned thus far for wear and corrosion and take the appropriate steps to coat and lubricate them as required.

My goal this month was to get you to think about the link between your boat and your tow vehicle. There are many many things necessary for a successful

tow that aren't mentioned here. Do you have a spare tire? Are your tires cracked and checked? How is the tire pressure? Do you have the correct jack and tools to deal with a flat tire or other issue? How are the safety chains or cables? Is there a safety brake lanyard? How are the bearings and bearing seals? Is the boat properly secured to the trailer at the bow and stern? What is the condition of the brakes? Are the lights working properly?

Show the same passion to your towing system that you show to your boat and before you know it, you'll have your toes in the sand. See you out on the road, I'll be the slow guy in the right lane towing with a smile.

- John

aseo@abc-flx.org

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Membership Thoughts

By Mark Erway, AP

Membership Report



To all of our members, "Thank you"!

Thank you for being part of America's Boating

Club – Finger Lakes Chapter. Thank you for being part of this dynamic organization. Thank you for making 2019 another great year.

We want to give a big welcome to our newest members, Andrew and Helene Price who have been boating out of Watkins for a number of years. As they begin a new phase we say, "Welcome aboard", and hope that we can find ways to enhance your recreational boating experience. We also extend an invitation to you to see how you

might use your experiences and skills to help ABC-FLX educate encourage other recreational boaters.

As we complete 2019 and move forward into 2020, we are holding strong at 79 members (active, family and youth). As always, we have had some folks leave and others join, that is part and parcel of our type of club. To everyone, please let our leadership know three things:

1. What you are looking for as far as educational opportunities.
2. What you are looking for as far as social activities.
3. What are some areas of interest where you might serve.

Helping people enjoy boating in a safe and informed way is at the heart of our being. Many of us join for the sole purpose to learn

how to boat or how to sail or how to navigate.

That's why I joined. But once I understood how greatly I benefited from everything it was easy to want to support the club's efforts. So, not only do we educate ourselves, but we can help educate the general boating public, too. If you can, please volunteer a few hours each month to assist our teaching staff, or help Vessel Safety Examiners interact with boat owners, or help with social activities that will make us an even more dynamic organization.

Keep an eye on the club calendar, get involved and 2020 will be an even better year.

- Mark

membership@abc-flx.org

Water Lines

By Glenda Gephart, Public Relations Officer

Happy New Year!



As we welcome 2020, many of us will be reflecting on the joys and challenges of 2019.

Many of us also will be putting together our 2020 resolutions, the promises to ourselves that we hope will improve our lives and of those around us.

As we watch the snow fall – and melt and fall again – it's easy to start thinking about the return of the boating season. So, Finger Lakes boaters, why not also start composing some 2020 resolutions? Some suggestions:

10. More! Pledge to spend more time on or near the water in the 2020 season. When you don't have enough time to launch, simply pack a picnic and find a shoreline park.
9. Explore! Before the season begins, choose a few new places to visit by boat. Start your planning now.
8. Learn! America's Boating Club chapters offer several boating courses during the year, including some online. Visit the ABC-FLX website at ABC-FLX.org to find one that will enhance your boating experience.
7. Comply! Starting January 1st, New York State law requires that all operators of motorized craft – regardless of age – take a boating safety course. Under the five-year, phase-in of Brianna's Law, all boat operators born on or after January 1st, 1993, must complete a safety course in 2020. Go to ABC-FLX.org for information about America's Boating Course, which meets the state certification requirements.
6. Read! Countless memoirs and adventure tales have been written in which the boat is the star. Your local library is a great place to start the search – in person or online – for the right books for you.
5. Enjoy! Attend upcoming ABC-FLX events to enjoy sharing stories and meeting fellow boaters, including sailors, power boaters and kayakers.
4. Try! Try something new in 2020. Never kayaked? Find a rental and discover how much fun it is. Never sailed? The True Love schooner on Seneca Lake in Watkins Glen offers a memorable sailing experience.
3. Maintenance! Carefully plan and then follow your maintenance checklist before launching for the season.
2. Safety! Contact the ABC-FLX at VSC@abc-flx.org to schedule a free Vessel Safety Check. A certified examiner will be happy to perform the check for you.

Finally, for 2020, make the easiest and most important resolution there is for boaters: love the lake you're on!

- Glenda
pro@abc-flx.org

Upcoming Classes & Seminars

To register for any of these classes or to get more information, please contact Education Officer Charlie Fausold at:

seo@abc-flx.org
or call 607-207-7771

Advanced Piloting

Registration is now open for Advanced Piloting (AP), which will begin Thursday, February 6th in Room 115 of the Schuyler County Human Services Complex in Montour Falls.

AP builds on Piloting, which is a prerequisite. It focuses on navigation in coastal waters where greater distances require increased accuracy in course plotting and tides and currents must be taken into account. It also introduces more advanced electronic navigation tools such as radar.

The registration fee for AP is \$80 for members and \$38 for additional family members sharing the student materials. Club members who have taken Piloting are strongly encouraged to join us for AP.

Marine Electrical Systems

With more and more electronics finding their way onto our boats – and into our lives in general – it makes sense to try to get a greater understanding of how they work and what it takes to make them operate properly and reliably.

If you are interested in learning more about marine electronics – and electronics in general – please consider joining the Finger Lakes Chapter (Seneca) for the introductory marine electrical systems course beginning in March 2020.

Marine Communications Systems

This is part two of the three-part Marine Electronics elective offered by America's Boating Club. After you master the basics of marine electrical systems, you'll be ready for a better understanding of marine communications and basic electronic instrumentation.

This course will be offered in the fall of 2020.

Sail Course

If you have always wanted to learn how to sail, or if you've been sailing for a while and want to hone your skills to the next level, the Finger Lakes Chapter (Seneca) is happy to announce its popular on-the-water (OTW) version of the USPS Sail course.

The course will take place in the early summer (May-June) of 2020, but seats are limited, and they tend to fill up fast! The course will be taught in the Watkins Glen area and the OTW sections will be held in the Village Marina of Watkins Glen.

To get on the list of potential students, contact SEO Charlie Fausold as soon as possible.

How To Register

If you have questions about any of these courses, or better yet, to sign up, please contact either of the following individuals:

Education Director Charlie Fausold, Finger Lakes Chapter:

seo@abc-flx.org
or call 607-207-7771

Assistant Education Director 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.

Looking for Something?

The Finger Lakes Chapter of America's Boating Club will be happy to accommodate requests for courses not currently on our schedule of formal offerings. If there is an area in which you would like to get some instruction, please contact Charlie Fausold, the Chapter Education Director, with your request.

Available subjects for instruction can be found on the chapter web site:

www.abc-flx.org

Long-Term Class Schedule

Seneca Education Department

Courses	2020	2021	2022	2023	2024	2025
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			
Electives	Marine Electronics	Electronic Navigation	Instructor Training	Weather	TBD	TBD
	Marine Communications		Engine Maintenance			
Seminars	Power Boating	Paddle Smart	Trailer & Docking	Partner in Command		Man Overboard!
	Trailer Your Boat	Advanced Powerboat Handling				
Self Study	Any Class	Any Class	Any Class	Any Class	Any Class	Any Class

USPS News: Local, District, National & More

New Member Welcome

We extend a heartfelt welcome to our newest members:

Andrew Price
Helene Price

Welcome to the Finger Lakes Chapter of America's Boating Club! We look forward to meeting you in person at our next meeting.

Brianna's Law Reminder

With the New Year started, here's a reminder that Brianna's Law has become effective in New York State. Anyone born after January 1st, 1993, operating a mechanically-propelled vessel (this includes sailboats with any type of motor on them), must now be in possession of a Boater Safety Card.

If you fall into this category, please reach out to the Finger Lakes Chapter (see page 2 for contact information) and we will help you find a course so that you can avoid getting a summons just for trying to relax on the water this summer.

USPS DAN Boater Benefit

Contributed by Charlie Fausold

You may have heard about a new USPS member benefit called DAN Boater. (I received an email about the program from USPS National on December 19th.) DAN Boater provides

worldwide travel safety benefits to all USPS members beginning January 1st, 2020. Benefits include:

- 24/7 Emergency Hotline
- Medical Information Line
- Worldwide Medical Evacuation
- Medical Repatriation
- Search and Rescue Expenses
- Additional Travel Assistance Services

These services are free of charge for the first year. When your USPS membership comes up for renewal you will have the opportunity to continue the DAN Boater benefits at an annual cost of \$25. [CLICK HERE](#) for more information, including how to opt out. The benefits are pretty substantial and apply regardless of your mode of travel.

Local Web Sites Hacked

By Tom Alley, ABC-FLX Webmaster

Just prior to the Christmas holidays this year, the web site for our friends at the Finger Lakes Yacht Club suffered a ransomware attack which took down the site. Fortunately, membership data was not stored on the site and no personal data was compromised, but it will still be several weeks before the site can be rebuilt.

As a result of this attack, the ABC-FLX web site (hosted on the same server) will be getting

some upgrades in the near future to make it less susceptible to this type of maliciousness.

If you have any questions or concerns, please contact me at:

webmaster@abc-flx.org

Happy Birthday!

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

January

Katie Alley
Mike Crouse
Connie Miller
Maura Toole

February

Billy Alley
David Hursh

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@abc-flx.org

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A Brief History of the United States Power Squadrons (Continued)

From the USPS National Web Site

www.USPS.org

Part 1 of this article appeared in the November 2019 issue of this Newsletter.

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FDR



Franklin Delano Roosevelt, then assistant secretary of the Navy and an honorary member of the Boston Yacht Club, had observed Power Squadron drills as a guest aboard Upton's yacht, *Elizabeth*. He had been greatly impressed with the activities of the Power Squadron and had sent his aide, Captain William F. Fullam, to attend the meeting. As was reported in the press, Captain Fullam praised the organization in the highest terms possible and complimented the officers for the training they were providing with their naval-type drills. As a footnote, it should be added that two years later Mr. Roosevelt was instrumental in transforming the Revenue Cutter Service and the Lifesaving Service into the United States Coast Guard, which, during World War I, provided coastal patrols as part of the Navy.

The yachting community took great interest in that November 1913 conference at the New York Yacht Club. The cause and the men who supported it were applauded editorially by leading newspapers in the Northeast. The Boston Globe of Sunday, 16 November 1913, said, "The delegates at the conference were men of weight in the yachting world. There was great interest manifested and, in all probability, the [organization] will have the name 'United States Power Squadrons'."

More interest followed. A meeting of the newly organized Power Squadron Conference Committee was held at the New York Yacht Club on 5 December 1913 and an outline of what was suggested at the meeting was forwarded to all who were interested. A second Conference Committee meeting was called for Monday, 2 February 1914, at the New York Yacht Club, and during the evening the final work of organizing and launching the United States Power Squadrons was accomplished. The meeting, which took place in the Commodore's Room, was called to order by Henry A. Morse of the Eastern Yacht Club and included representatives of squadrons and yacht clubs from Maine to Maryland. As one can read in the minutes, the organization was made com-

plete by the election of the following officers: Chief commander, Roger Upton, Boston; vice commander, Holman F. Day, Portland; rear commander, Worthington Scott, New York City; treasurer, Charles F. Chapman, New York City; and secretary, Bryan L. Perman, Boston.

All were elected to the Governing Board, as were Henry A. Morse, Charles Longstreth, Frank Cornwell, Francis Wilson, and Rear Admiral DeWitt Coffman. In the tradition established by our nation's oldest yacht clubs, Rear Admiral Coffman, Commandant of the Boston Navy Yard and an honorary member of the Boston Yacht Club, served on the USPS Governing Board for many years. On at least one occasion a Governing Board meeting was held aboard his flagship, *Virginia*. Arthur J. Tyrer, Deputy Commissioner of Navigation of the Department of Commerce, was also an active member of the early Governing Board, and excellent though unofficial relations were maintained between the squadrons and the Department of Commerce.

April 1914 was a productive month for USPS. Roger Upton was granted a patent for the present USPS ensign, which soon replaced the pennant flown until that time by Power Squadron members. At a meeting held at

the Harvard Club of Boston, by-laws were approved by the Governing Board. For purposes of instruction, the Atlantic seaboard was divided into six USPS districts and Boards of Instruction and Examination were appointed. Then, in addition to knowing the rules of the road, compass, buoys and flag signals, a member was required to attend at least three squadron drills yearly to retain his certificate. When he had attended twelve, he became a "privileged member" and thereafter needed to appear at only one each year to hold his certificate.



Photo 1: Hotel Manhattan, New York.

The motorboat was gaining in popularity, and squadrons grew both in number and in size. USPS was incorporated on 19 February 1915. A year later, at the annual meeting held at New York's Hotel Manhattan, a large volume of business was carried on by delegates representing 470 members in 15 Squadrons. As the squadrons grew, the internal educational program developed to keep pace. By January 1917, a Junior Navigator

course was worked out and published in installments in the organization's periodical, the ensign. A Navigator course was also established, including a review of all that the candidate had ever been taught.

USPS had 477 members in twenty squadrons in January 1917. As World War I threatened to engage our nation, all Americans became very active in the preparedness movement. The United States declared war on Germany on 6 April 1917; and with the coming of hostilities, Chapman sent a letter to Franklin Delano Roosevelt, Assistant Secretary of the Navy, volunteering the entire USPS instructional program for the training of men for naval coastal defense. Secretary Roosevelt accepted the proposal with gratitude. In New York City, four free nautical schools were established. Based on the records, the total enrollment exceeded 3,000 students. Similar schools were organized by local squadrons in Boston; Detroit; Newburgh, New York; New Haven and Washington, D.C. Over 5,000 men who attended these classes entered the armed services and, based in significant part on the quality of their USPS training, many were appointed officers. Squadron members themselves enlisted in the Navy and many, because of their outstanding nautical education and background, soon earned commissions.

On 26 January 1918, chief commander Coe wrote the following in his annual report: "*The demands of war have affected all*

social, fraternal, and economic life, and our organization has not escaped the problems and handicaps which have arisen from this abnormal condition." USPS had developed problems. With the coming of peace, interest waned in all things military, and squadron activities and membership declined dramatically.

Times remained difficult under chief commander Burnell. At the fall meeting of the Governing Board in 1919, his successor, H. M. Williams, reported that USPS had no money in the treasury and was \$450 in debt. Williams recommended that members of the Governing Board chip in, pay the bill, and disband the organization. Vice commander Adolphus B. Bennett disagreed. He opposed dissolution and, instead, proposed four changes in the bylaws, which he predicted would revitalize the organization and redirect it on a promising new course. Here were his proposals: (1) That a member of USPS should be a member of a local squadron; (2) that all boat drills and maneuvers be eliminated; (3) that invitation to membership should no longer be restricted to yacht club members but be based on a man's proficiency in boating and compatibility with other USPS members; and (4) that USPS should encourage all its members to take advantage of the educational opportunities developed within the organization. At the annual meeting in 1920 Bennett became chief com-

mander and revised bylaws, including his and past chief commander Coe's suggestions, were adopted. It was a difficult task. A thousand letters were written to those on the ensign mailing list, telling them of the changes in the bylaws and asking them to pay \$1 dues for 1920 and

come back. One hundred forty-two signed on, a few from each squadron, and USPS began a new lease on life.

Four years of hard work ended in success for Bennett, who was the only chief commander to serve more than two terms. In 1924 there were 388 members,

over \$1,000 in the treasury, and no debt. New certificates were issued to those rejoining, with number 1 going to Chapman, who was now the senior member of USPS.

USPS grew slowly during those formative years and by April 1931 the organization reported a total membership of only 840 in twelve squadrons. If the quantity of members was disappointing in the early thirties, the quality of instruction taught by members was not. With the introduction of Advanced Piloting in 1932, our Advanced Grades program was established.

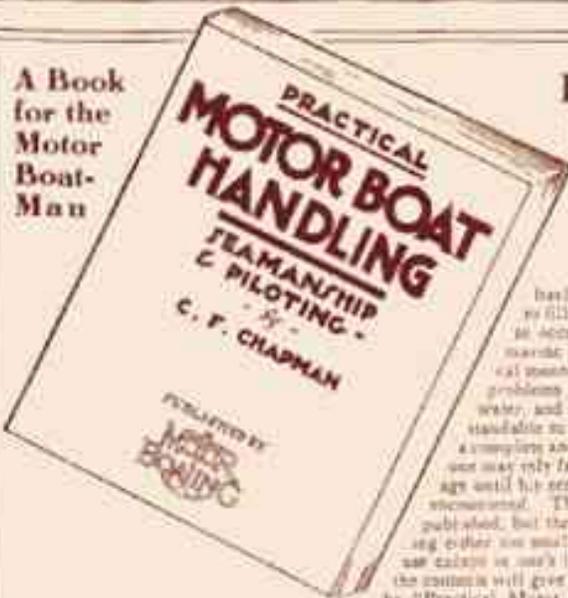
In October 1933, the Committee on Rules presented a plan for changing our bylaws into a constitution and writing a new set of bylaws containing details for the running of a squadron. The following year, these were approved by the membership. By October 1932, USPS had 1,431 members in 15 Squadrons. Our organization had an outstanding Advanced Grades program and a new constitution. Our future looked brighter than ever.

The Governing Board, on 13 December 1938, approved the establishment of seven divisions consisting of 33 squadrons and the appointment of a rear commander to administer each division. Later, the division designation was changed to "district". USPS had upwards of 5,000 members by the end of 1938.

On 14 January 1939, the organization celebrated its 25th anniversary. Twenty-one squadrons

A Book for the Motor Boat-Man

Practical Motor Boat Handling, Seamanship and Piloting



has been published by Motor Boating to fill a long felt need, and it is destined to occupy a prominent position in the marine publishing field. In a non-technical manner it takes up all of the perplexing problems encountered by the man on the water, and solves them in a way easily understandable to the veteran amateur. It contains a complete and comprehensive guide upon which one may rely from the time of leaving the anchorage until his return, regardless of the emergency encountered. There have been many such guides published, but they have all been objectionable; being either too small to be complete, or too bulky for use either in one's library at home. A partial list of the contents will give an idea of the vast ground covered by "Practical Motor Boat Handling, Seamanship and Piloting."

<ul style="list-style-type: none"> Boat Handling Types of Motor Boats Rules of Road, etc. The Danger Zone Fog Signals Buoys and Other Aids to Navigation 	<ul style="list-style-type: none"> Lights Order of Lights Day Marks Signals The Compass Points and Degrees The Deviation Chart 	<ul style="list-style-type: none"> The Chart Piloting Tides and Currents Tacking Swatches Yachting Etiquette Club Flags Boat Code
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This is only a very small part of the subjects covered in this book; lack of space prohibits the complete list. Commander C. F. Chapman, the author, has done a great work in writing this important volume, which will give every one the benefit of his long experience.

MOTOR BOATMEN AND WAR

Every owner of a motor craft may be called upon some time to do his share toward the defense of his Country. Not on his own boat, perhaps, but to help man the thousands of motor boats which will be required to patrol and defend our sea coast.

If you believe in preparedness now begin now to study those things which you must know in order to efficiently handle a motor craft for defensive purposes.

Practical Motor Boat Handling, Seamanship and Piloting is the most complete and comprehensive work on this subject ever printed. It contains information on hundreds of subjects which are of vital interest to every motor boatman. Not only from the standpoint of war service, but it is equally applicable for pleasure cruising and the maintenance of craft in ordinary times.

This Book is Now Ready for Delivery

Fully Illustrated, Bound in Cloth, PRICE, \$1.25		Fully Illustrated, Bound in Paper, PRICE, 50 CENTS
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110 West 40th Street
New York City



Photo 3: Hotel Astor, New York, NY.

were represented at a dinner-dance held at New York's Hotel Astor. The party was one of the largest and most successful affairs ever held by USPS. In honor of the occasion, President Roosevelt sent a letter of congratulations, greatly praising our civic service. Later that same year, the President accepted honorary membership in USPS, bestowed upon him by vote of the Governing Board.

1939 was a milestone in USPS history. It was also a year of tragedy, for, once again, the world had erupted into war. On 8 December 1941, less than 24 hours after the attack on Pearl Harbor, vice commander William Sayers sent a telegram to President Roosevelt and the Secretary of the Navy offering USPS support for America's war effort. For the second time in 24 years, President Roosevelt accepted this support with appreciation.

During World War II over 3,000 USPS members enlisted in the armed forces, including

chief commander William Anderson, who was sworn in as a lieutenant commander in the U.S. Naval Reserve. Once again, USPS night courses mushroomed, and our instructors taught navigation and allied subjects in squadron classes. Thousands of members served with the Red Cross, Merchant Marine and other war-related services,

contributing significant assistance to our nation.

With the encouragement of USPS, more than 25 squadrons actively assisted the Coast Guard Auxiliary during this period. Friendly cooperation between the two organizations has been traditional ever since.

USPS grew rapidly during World War II. By 1945 it had become apparent that a paid staff and office space were needed for the national secretary to meet his increased responsibilities. A resolution was adopted authorizing Secretary Charles Leach to employ such clerical help as was necessary, and a three-room ground floor apartment in Englewood, New Jersey, was rented for the storage of USPS supplies and records.

In 1946, Chapman, who had served USPS in every

other capacity, was elected chief commander. Shortly thereafter an office manager was hired for USPS. With a staff of three women, the clerical and storage needs of a growing membership and educational programs were soon being served adequately.

Seamanship had been added to the Advanced Grades program in 1942, followed by an Elective Course program beginning with the Engine Maintenance and Weather courses in 1946. Instruction Techniques was also launched during this period. USPS more than doubled its size during the forties and as we entered the fifties, the demands placed upon headquarters became even greater.

In 1947, "rear commander in charge of district" was changed to "district commander". The first elected district commanders were approved for 16 districts and for unattached squadrons and personnel.



Photo 2: Franklin D. Roosevelt.



*Happy Reading
And may a knowledge of
some of the contents
of this book give you more
enjoyment on the water.*

Charles F. Chapman

Photo 4: Charles F. Chapman.

A Sail course was added in 1953. Headquarters staff, which had increased to six, moved into a combination office and warehouse in the same community. Within five years these facilities, too, proved inadequate, so in August 1958 USPS moved into even larger quarters in Englewood. Our organization grew significantly during the fifties, and in May 1959, the national

secretary reported 45,000 members in 268 Squadrons.

Recreational boating was booming as USPS entered the sixties. A Marine Electronics course was published in 1961 and by 1966, when Commander Chapman was awarded his 50th merit mark, our organization had recorded a membership of over 60,000 in 348 Squadrons.

By 1974, our 60th anniversary, USPS had succeeded beyond our founders' fondest dreams. Membership exceeded 70,000 in 425 squadrons and a new headquarters building had been constructed in Montvale, New Jersey. In September 1975, the USPS Governing Board voted to move national headquarters to Raleigh, North Carolina. The relocation was completed and operations

well under-way as our nation embarked on its bicentennial year.

In 1978, construction was begun on a modern office and warehouse facility in Raleigh. This new headquarters building was occupied by the end of the year. An additional two-story wing was added during 1990-1991, including a new memorial

library and up-to-date computerized procedures which enabled the staff to handle extensive printing needs, control educational inventory, and respond to virtually every kind of membership request.

Because of litigation in New York and New Jersey in the latter half of the 1970s and early 1980s over the issue of private status versus public accommodation, coupled with a sagging national economy registering high rates of inflation and unemployment, membership dipped to the low 50,000s, in 454 squadrons and 33 districts. Governing Board actions at the September 1981 and September 1982 meetings recognized two important aspects of USPS participation. In 1981, members whose long service had earned them 50 merit marks were granted the status of Governing Board member emeritus, with lifetime voting privileges. In 1982, a special meeting of delegates approved changes in the constitution and bylaws eliminating a male-only membership rule, thereby permitting women to become active members.

Although many women had long held a "woman's certificate", entitling them to enroll in all USPS courses, it was apparent that boating had become a family-oriented endeavor. Accordingly, the bylaws were changed to make family memberships available. The first female active and family members were accepted in November 1982. Because families then could have more than one active

member sharing the same residence, a reduced dues structure was established whereby only one copy of *THE ENSIGN* would be mailed to a shared address. As to *THE ENSIGN* itself, the editorial and publications activity were transferred in December 1982 from San Mateo, California, to USPS Headquarters in Raleigh.

From the standpoint of teaching, the Educational Department constantly seeks improved course materials and better participation by members. As part of that effort, a new Piloting course was introduced. An elective course, Cruise Planning, is the newest addition to the list. To round out the educational schedule, a varied curriculum of supplemental courses is available, and a family-based Skipper Saver program may be presented by a USPS member to any interested group.

Squadrons engage in two of the best-known forms of public service by their teaching of the Boating course to the general public and the updating of nautical charts and geodetic marks. The former program is of value to thousands of boaters every year, and NOAA estimated that squadrons in the cooperative charting program saved the taxpayers as much as fifteen million dollars in 1990 alone.

In order to assist those boating enthusiasts who prefer TV instruction to classroom attendance and for anyone else who desires a modern approach to the subject USPS and the Wil-

liam Morrow Company produced the USPS Boating course on video.

A further indication of the latest techniques to improve membership knowledge is the Operations Training program and its offshoot, Leadership Development. When today's better-informed members set out to insure their boats, USPS now boasts its own marine insurance program with both low rates and sound coverage.

In April 1983, in honor of its 70th anniversary, USPS presented a plaque to the Boston Yacht Club commemorating its origin in 1913. In October of that year a plaque also was presented to the New York Yacht Club as a reminder of the place where the original charter had been formalized in 1914.

To celebrate USPS' 75th anniversary, five large USPS ensigns traversed all of the United States and Canada. These ensigns visited every USPS squadron and many units of CPS. Two special ensigns logged 1.6 million miles in their journey over all seven seas on board the NASA shuttle Atlantis between 4 and 8 May 1989. Still another went to Moscow. All ceremonial ensigns converged on the Governing Board meeting in Richmond, Virginia, on 16 September of that year. Part of the celebration included a visit by Chief Commander William D. Selden, N, to the White House, where he looked on as President George Bush signed a proclamation honoring USPS.

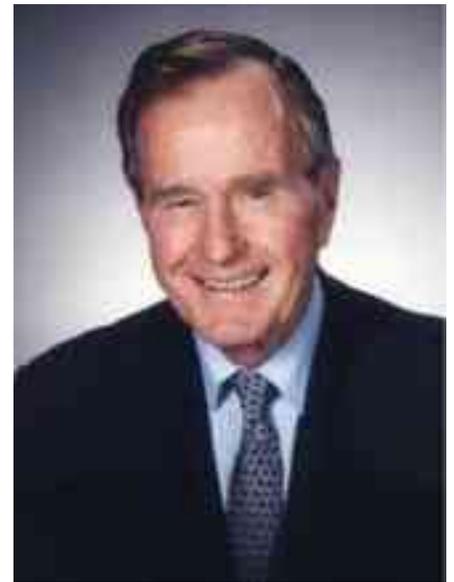


Photo 5: President George H. W. Bush.

As the squadrons entered the 1990s, their long-standing relationship with Coast Guard Auxiliary flotillas was further strengthened by acceptance of each other's educational courses as meeting educational requirements for membership.

Started as a club-within-a-club in the early 1900s, USPS today is a private, self-supporting, non-profit, fraternal boating organization with an incomparable record of achievement. No other enterprise can boast of more dedicated or more productive members people who have given generously of their time and resources to educate each other in all aspects of boating, and to promoting the cause of safe boating through public courses and other civic services.

A roster of seven squadrons in 1914 has now grown to well over 450 units operating in the continental United States, Hawaii, Puerto Rico, and Japan. A parallel organization, Canadian Power and Sail Squadrons, with

which we maintain close cooperation, flourishes in Canada. Recreational boating has traveled a long course since 1912, and USPS has come an equally long way. The ideas and accomplishments of our predecessors

have prepared us well for the challenges and opportunities, which lie ahead.

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This article also appears on the United States Power Squadron (USPS) website at

<http://www.usps.org/national/historian/uspshistory.html>

The Last Word

By Tom Alley, SN

Looking Back



With the new year upon us, it probably makes sense to look back to see what was accomplished and

experienced in a very busy year.

There were plenty of trials and challenges: My mother passing away early in the year, a health scare late in the year, and a whole slew of new responsibilities in between. There were also numerous rewards and celebrations: New career opportunities in the spring, attending the national meeting in Orlando, and of course all of the quality time

I was able to spend on the boat this past year.

Looking Forward

After looking back, it only makes sense to look forward, dream a bit, and then set some realistic goals as to what I might accomplish.

Many of you know about my aspirations of competing in the 2021 Marion to Bermuda sailboat race in their celestial navigation division. Much of the coming year will be spent making final preparations for both the boat and the crew. If we can get all of that ready, we'll begin staging operations to this fall to move the boat closer to Massachusetts so we can arrive in time for the start of the June race. No pressure, right?

SV Tomfoolery

Then there are all of the smaller tasks that fill my days. There will be newsletters to publish, web sites to manage, more classes to teach, and some meetings to attend in my role as DEO.

Above all, I'm looking forward to being able to find as much quality boat time as I can – time that I can share with my family and friends.

Happy New Year!

- 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

January 2020

- 01 Seneca *Drum* January issue publication date
- 12 Seneca Change of Watch
- 14 *** No Bridge Meeting ***
- 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

March 2020

- 01 Seneca *Drum* March issue publication date.
- 10 Bridge Meeting (1900)
- 27-29 District 6 Spring Council & Conference (D/6), *Corning, NY*

April 2020

- 14 Bridge Meeting (1900)
- 17 Deadline for *The Deep 6* articles (D/6)
- 24 Deadline for *Drum* Articles

May 2020

- 01 Seneca *Drum* May issue publication date.
- 01 *The Deep 6* spring issue publication date. (D/6)
- 12 Bridge Meeting (1900)
- 16-22 Safe Boating Week (National)

June 2020

- 09 Bridge Meeting (1900)
- 12-13 Waterfront Celebration & Cardboard Boat Race, *Watkins Glen, NY*.
- 19 Deadline for *Drum* Articles

July 2020

- 01 Seneca *Drum* July issue publication date.
- 14 Bridge Meeting (1900).
- 24 Deadline for *The Deep 6* articles. (D/6)

August 2020

- 01 *The Deep 6* summer issue publication date. (D/6)
- 11 Bridge Meeting (1900)
- 21 Deadline for *Drum* Articles

September 2020

- 01 Seneca *Drum* September issue publication date.
- 06-13 Governing Board Meeting, *Raleigh, NC* (National)
- 08 Bridge Meeting (1900)

October 2020

- 13 Bridge Meeting (1900)
- 16 Deadline for *The Deep 6* articles (D/6)
- 23 Deadline for *Drum* articles

November 2020

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

December 2020

- 18 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.