



THE DRUM

From the Commander

Charlie Fausold, N-IN



As I sit writing this column on yet another cold, cloudy day I find myself devoid of profound thoughts. I just want boating season to get here! Except for a few hardy fishers Seneca Lake remains quiet for early May. The water level is still high enough to threaten some docks, so perhaps the lack of boating activity has some benefit.

Seneca Squadron has a busy season coming up. In June we will celebrate the USPS Centennial with a special ceremony and Parade in Review. This is an "All Hands On Deck" event and I hope as many members as possible can participate. See details elsewhere in this edition.

Plans are also coming together for a youth racing series. It will be a great thing if we can

introduce a group of eager young people to the enjoyment of safe and responsible boating.

And of course the calendar is filling up with courses and social events.

Your Executive Committee has been working hard to make all the above come together, and this effort has not gone unnoticed. At the recent District 6 Spring Conference our Squadron was recognized with several awards. See inside for details.

Here's hoping for Fair Winds and Sunny Skies!

Until then,

- Charlie

MAY 2014



From the Commander	1
Time to Celebrate	2
From the Executive Officer	2
From the Treasurer	3
Educational Updates	3
Spring Commissioning & Boatyard Etiquette	4
Hear Ye, Hear Ye!	5
Rope Washing Advice from the Pros	6
2014 Squadron Calendar	8
Who's Who?	9
Spring Conference Reservation Forms	10



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Time to Celebrate!

By Charlie Fausold, S/V Morning Glory

By now all readers of this publication should know that 2014 marks the centennial of the founding of the United States Power Squadrons. To celebrate this milestone Seneca Sail and Power Squadron is planning a special "happening" to take place on Friday evening June 13, 2014 at Seneca Harbor Park.

Beginning at 1800 squadron members will gather at the yacht club flagpole near the boat launch where we will dedicate a new flag for the pole as well as a solar-power lighting system so that the flag can be flown all night, eliminating the need to raise and lower it each day. We will also mount an informational placard on the pole explaining why the national ensign is flown from the gaff instead from the very top of the pole, a practice which confuses some landlubbers. County and Village officials have been invited and will read proclamations recognizing USPS for its century of

service to the boating community.

Immediately after the flagpole ceremony Seneca Squadron members will board their boats and participate in a special Parade in Review honoring past commanders and other USPS officials. This event will take place just off the breakwater. Watch for details.

Following the Parade in Review, about dusk, the annual Lighting of the Harbor will kick off the Waterfront Festival. The Festival Committee has purchased 300 strings of new lights and is encouraging all of the boats docked at the Village Marina to participate.

This should be a fun evening, and an opportunity to inform the public about the great work we do. We hope that as many squadron members as possible can participate, so mark your calendars now!

From the Executive Officer (XO)

By Mark Erway, Executive Officer

Please mark Friday, June 13th on your calendar. As part of the Watkins Glen Waterfront Festival taking place that weekend, our squadron will add to the festivities by having a "pass-in-review" that evening. We invite all squadron members, power and sail, to participate in this activity, which will immediately follow the flagpole dedication scheduled for 1800. When the ceremony has been completed we ask all participants to go to their boats by 1830 to prepare for a pass-in-review, by 1900. An official review boat, provided by member Bill Boychuk, will host Past Commanders and other USPS dignitaries on board. It will be positioned north of the breakwater, and the squadron will pass between it and the wall by paralleling the breakwater wall. By 2000 we should all be back in our slips and then we can prepare for the lighting of the harbor event and enjoy a wonderful evening.



This is a great opportunity for Seneca Sail and Power to gain some publicity, and for us to celebrate our special anniversary. If you can participate it would be great. It is also one part of the over all Waterfront Festival, and we can celebrate the tremendous resource that Seneca Lake is to so many people.

Launch is coming soon. Don't forget to double check all through hull fittings and hoses. Do you have a tapered wooden plug and a mallet available in each one of those areas? Also, have you checked the date on your fire extinguisher?? Take it out of the holder, have a look and if OK, the shake it up and clip it back in. And this may sound hokey, but make sure your mate and passengers know the location of your extinguisher(s) and how it operates. A few seconds can make all the difference in the world.

We look forward to a great summer on the water! See you all soon!

- Mark, SV A Fresh Breeze

From the Treasurer

By Dawn Dowdle, Squadron Treasurer

Seneca Sail and Power Squadron continues to be solvent.

- Dawn, SV Irish Wake



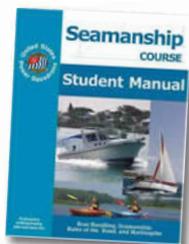
Educational Updates

By Tom Alley, Education Officer

Here are the latest offerings from your local squadron Education Department. Spots in the Seamanship class are limited, so sign up NOW if you want to take it this year!

Seamanship – Family Edition

The Seamanship course is the next step after completing America's Boating Course (ABC), taking the knowledge presented there and expanding and extending it with classroom and hands-on sessions. The course presents material applicable to both power and sail, covering such topics as the construction and functioning of a boat, the skipper's responsibilities, preparing the boat for use, handling and maneuvering a vessel under various conditions in close quarters and on the open water, rules of the road, anchoring, emergencies, and marlinspike/basic knots.



The Seneca Squadron is altering the presentation of this class slightly from prior years in order to make it more family-friendly and youth-oriented. (Course content remains unchanged.)

- Prerequisites: None.
- When: Fridays starting June 20th, 2014
- Duration: 9 weeks
- Where: Big Flats Community Center & Watkins Glen Village Marina
- Lead Instructor: Tom Alley
- Registration Deadline: May 30th, 2014
- Cost: \$90 (USPS members)

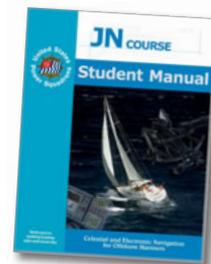
Piloting

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

- Prerequisites: None
- When: Fall 2014
- Duration: 8 weeks
- Instructors: Jim McGinnis & Ray Margeson
- Registration Deadline: TBA
- Estimated Cost: \$95

Junior Navigation

The first of two offshore navigation classes that will prepare you to cross oceans. While still utilizing GPS, this course provides the fundamentals of celestial navigation and shows you how to obtain your position utilizing the sun.



This course requires classroom work as well as fieldwork during which you will collect celestial observations needed to complete the course. The squadron will provide sextants if you do not have one.

For those of you who have endured the intense pace

Educational Updates (con'd)

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

- Prerequisites: Advanced Piloting
- When: Fall 2014
- Duration: 12-16 weeks (meets every other week)
- Instructors: Tom Alley & Jim Morris
- Registration Deadline: TBA
- Estimated Cost: \$140-\$150

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Information about all of our courses is available on the squadron web site or by contacting me via e-mail at seo@SenecaPowerSquadron.US or by calling me at 607-377-6262.

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

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

- Tom

Spring Commissioning and Boatyard Etiquette

By Rick Lenard, RCR Yachts

Finally, it's above freezing and we're all eager to get to work on our boats. With the mad rush to get it done and launched we tend to forget some simple safety reminders while working on our boats. When you arrive at your local boat yard to start the spring work remember you're not the only one there! Others are busy working so please don't come flying full speed through the yard. Your fellow boaters have their kids, dogs and spring supplies nearby. They also might be working on a project where your dust will invade the nice finish they've been dreaming about all winter! Slow and steady will make everyone around you happier.

The number one accident is ladders! You've got thousands invested in your boat, why have an old nailed together wooden ladder with rungs missing? Spend a few extra bucks and invest in a good quality aluminum or fiberglass ladder. The ladders of today are so well made and affordable. There is even one that collapses into itself and is light enough to toss in the trunk of a compact car. We've seen people use two different size A-frame type ladders with planks across for scaffolding.

There's nothing worse than having the bottom fall out from you when you're 6-10' above the ground! Harbor Freight sells a 5 piece scaffold for under \$200. It's fully adjustable and will disassemble to fit in most trunks too. When you have your ladder up against the boat, please tie it off! It's a long way down! And speaking of ladders, bring your own! We've had instances of people up on their boats working inside and when they go to leave, someone "borrowed" their ladder! Bottom line; be careful while using ladders in the yard.

Sanding: "I love the sound of sanders in the morning, sounds like boating season!" Seriously, it's the messiest job (except for replacing the head) of ownership. Please be considerate of others, the guy downwind of you is varnishing his toe rails and your bottom dust is coating his work! Save the sanding for an early morning when the wind is calmer or when there are less folks around to get covered with your dust. Some yards will only let you sand or grind if you seal the boat and collect your dust! Oh, and the music you love while

Spring Commissioning and Boatyard Etiquette (con'd)

sanding doesn't need to be loud enough to be heard in the next county! Try using ear buds! Coveralls, mask and goggles should be a no brainer too.

Extension cords and hoses: Bring enough to get to your boat. These new shrink hoses that curl back up to a small bundle are great! Getting 2 of those and you can cover 100' and they shrink back to nothing. I bring a hose splitter to the yard so if someone else is using the hose, I can split it off so we can both use it. When you're done, one can go to the dock and the other home for the garden. Same is true with extension cords. Bring enough to go some distance. I bring a multi splitter for that as well, so everyone can get the power. No sense getting into a fight with a fellow boater over who gets to plug in first.

Lastly, we ask that you clean up after yourself! If you brought it to the yard, take it with you or dispose of it in the trash cans provided or in the

dumpster nearby. Police your area before you leave, pick up loose pieces of tape, rope, tarps, brushes, rollers, beer cans and other debris. WE as boaters should be more conscious of the environment and do our part to keep it clean. If you see someone not being courteous, kindly let them know or let the yard management know. All these comments make sense don't they, but every year we need to be reminded.

Happy spring, see you on the water!

- Rick

Hear Ye, Hear Ye...

By Charlie Fausold, Squadron Commander

At the recent District 6 Spring Conference the Seneca Sail and Power Squadron was recognized with several awards. First, Past Commander Merrill F. Sproul, SN, was presented with a Life Membership by the USPS National Governing Board for "having earned 25 merit marks for meritorious service given unstintingly and unselfishly in the interests of our organization." Our squadron, District 6 and USPS nationally have benefitted enormously from Merrill's dedication and leadership, and this recognition is well deserved.

As previously announced the squadron was recognized by the USPS National Communications Committee for "distinctive performance" in putting together the newsletter you are currently reading, as well as our website. Both have received Distinctive Communicator Awards. Thank you to all who have contributed, especially Tom Alley,

SN, who makes it all happen behind the scenes.

The squadron also received the 2013-2014 Member Achievement Award for "dedicated service, outstanding leadership and many accomplishments." Although the award has your Commander's name on it, it clearly represents a team effort and really should be thought of as a "Squadron of the Year" award. Congratulations to all of us!

Finally, for the 33rd year the squadron received the USPS Educational Fund Certificate of Merit "in appreciation of the extraordinary contribution for the furtherance of education in the fields of navigation and small boat handling."

Clearly our squadron is on a roll, but what can we do for an encore? It's a nice problem to have!

- Charlie

Rope Washing Advice from the Pros

By Darrell Nicholson, RCR Yachts

Maybe you spent the winter anchored near a highway, airport, or power plant, or maybe you just dragged your mildewed lines out of a locker. The deposits and growth are mostly just an eyesore, but these stains can stiffen the line, make it harder to handle, and cause it to wear more quickly. The good news is that lines are relatively easy to clean. The bad news is that there is a lot of bad advice on how to do it properly. In search of definitive guidance on rope cleaning ([See Practical Sailor, July 2011](#)), Practical Sailor contributor Drew Frye turned to manufacturers and professionals for advice. Although the tips varied in some details, all agreed on the following points.



Pillowcases could not protect some ropes from the rigors of machine washing.

- Wash only with a very mild detergent. For relatively new ropes, this means something like Woolite or a half-dose of a modern laundry detergent. For the first few years, ropes still contain thread coatings and lubricants from the factory that provide an easy hand, as well as offer some protection from UV radiation, abrasion, and water absorption. Washing a new rope in a cleaner touted as degreaser will harm this protective coating. After several years, when these lubricants have clearly been washed away by rain and worn off by normal use, ordinary laundry detergents at ordinary doses are acceptable. Avoid any cleaners that have a pH value below 7 or above 9, exaggerated soaking periods, or exaggerated doses. Most common laundry detergents are buffered in

this pH range when used as directed.

- Wash on the gentlest cycle. The rope should be tightly coiled or tied in a daisy-chain, and then placed inside a pillowcase. Front-loading washing machines are recommended; an up-and-down motion is preferable to the rotary motion of most common household machines. Without coiling or daisy-chaining, a rope can turn into an impressive tangle. The pillowcase further restricts the motion of the rope and prevents the rope from wrapping around the central agitator, which can destroy ropes and break washing machines. For a video of daisy chaining, search “chain sinnet” (also called a monkey braid) on www.animatedknots.com.

- Avoid contact with acids, bases, and solvents. Both polyester and nylon (polyamide) are vulnerable to certain chemicals, so manufacturers broadly warn against using them. However, both nylon and polyester are unaffected by most solvents. Extended exposure to certain alcohols can weaken polyester. Both nylon and polyester have some vulnerability to alkalis such as those found in strong cleaners like TSP (trisodium phosphate) or Spick-N-Span.

Nylon is particularly vulnerable to acid. Strong acids such as battery acid or muriatic acid can literally melt right through a nylon rope in a matter of minutes. Soaking for an hour in weak acid cleaners (typically based on phosphoric acid, oxalic acid, citric acid, or acetic acid) such as Lime-Away or Shower Power can weaken the rope by as much as 50 percent without any worthwhile cleaning benefits. Avoid all acid cleaners, including vinegar, and diluted acids.

- Fabric softener at recommended doses is approved. However, high doses of fabric softener can weaken ropes, primarily because they prevent complete drying.

- Power washing is not recommended. While it can be an effective method for cleaning marine growth from mooring pendants and dock lines, a power washer in the hands of an inexperienced operator can do significant damage. High-pressure water can easily cut through a line and do significant

Rope Washing Advice (con'd)

hidden damage. Power washing can be carried out safely by keeping the power-washer nozzle at a sufficient distance, but there is no easy way to tell whether your work is causing some hidden damage.

- Bleach is not recommended by any manufacturer in any quantity. Every manufacturer has faced claims of rope failure or splice failure caused by a bleach overdose. Extended soaking in bleach solutions must be avoided.
- Hot water is not a problem. Nylon and polyester are undamaged at normal water-heater temperatures (120 to 135 degrees).
- Don't dry with heat. The rope should be flaked loosely on the floor or ground and left to dry. Nylon and polyester ropes are not typically heat-set, and there is great risk that the sheath and core will shrink differently, causing distortion and structural damage to the rope.

The following additional experience was volunteered by professional riggers:

- Washing won't make splicing easier. Old double-braid is difficult to splice, and washing doesn't change that. Polyester remains too stiff, even if treated with fabric softener.
- Washing machines don't like nylon double-braid. Nylon double-braid is subject to herniation and destruction during the machine-washing process. Never machine wash a new or nearly new nylon

dock line.

- Bleach is very bad (again). This one is worth repeating. Each spring, riggers are asked to re-do splices that have come loose after bleach ate the stitching and whippings that secured the splices. Without a few key stitches, a splice will be milked apart in 30 minutes of agitation.

Good advice, I like those mesh laundry bags for washing them.

- Darrell

Seneca Squadron 2014 Calendar

By the Seneca Squadron Executive Committee

January 2014

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

February

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

March

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

April

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

May

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

June

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

July

- 15 Bridge Meeting (1900)
Fausolds, Valois

August

- 19 August Bridge Meeting (1900)
Location TBD
- 29 Deadline for Drum Articles

September

- 03-08 USPS Fall Governing Board
San Antonio, TX
- 9 Monthly Dinner Meeting
Location TBD
- 16 Bridge Meeting (1900)
Location TBD
- ??-?? D/6 Fall Council
Location TBD

October

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

November

- 03 Monthly Dinner Meeting
Location TBD
- ??-?? D/6 Fall Conference
Date and Location TBD
- 18 Bridge Meeting (1900)
Location TBD

December

- 03 Nominating Committee
Location TBD
- 16 Bridge/COW Planning (1900)
Location TBD
- 19 Deadline for Drum Articles

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

<http://www.SenecaPowerSquadron.US>

or our Facebook page:

<http://facebook.com/SenecaPowerSquadron>

for any last-minute changes.

Seneca Squadron – Who’s Who?

Not sure who to contact with questions or suggestions for *your* squadron? Well, here’s a list to get you started!

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 607-562-3909

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 607-358-4409

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 Pat Jackson Tom Taylor
 Jerry Tinz

The Seneca Sail & Power Squadron, a unit of the United States Power Squadrons, is an organization dedicated to the advancement of responsible and safe boating through continuing education and social interaction.

THE DRUM

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Seneca Sail & Power Squadron Members