



THE DRUM

From the Commander

Charlie Fausold, N-IN



After a brutal winter and stormy spring, summer is finally here and with it - just in time - a string of nice weekends. Finally we are reminded why we love boating - the opportunity to get out on the water. Maybe it is an invigorating sail up the lake, an after dinner cruise, or a solitary paddling expedition. Maybe it is just sitting around the cockpit swapping stories after a race. Whatever the form, enjoyment of our avocation is enhanced by the company of friends and the knowledge and skills we have acquired through USPS.

Although we cut back on formal meetings this time of year, opportunities still exist to participate in squadron activities. Several educational programs are getting underway, and SEO Tom Alley

is always looking for members to help out as instructors, proctors, or in other ways. The Junior Sailing Program is an especially exciting opportunity - the enthusiasm of the dozen or so young mariners in that group is infectious.

Summer is also a great time to recruit new members. Our recent Centennial Celebration assured the local boating community that the Seneca Sail and Power Squadron is alive and well. If each of us reached out to one new fellow boater, told them a bit about the benefits of USPS and encouraged them to join, it could really help grow the squadron and allow us to accomplish even more.

Fair Winds,

- Charlie

JULY 2014



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Celebrating Our Centennial

By Charlie Fausold, S/V Morning Glory

Friday, June 13th, was a special day for the Seneca Sail and Power Squadron as we gathered around the flagpole at Seneca Harbor Park to celebrate 100 years of USPS service to the boating community. Dozens of spectators present for the opening of the annual Waterfront Festival looked on while a color guard from Boy Scout Troop 2674 hoisted a new American Flag (donated by member Denis Kingsley), followed by the Schuyler County flag, the special USPS centennial ensign, and the Finger Lakes Yacht Club burgee. Local high school student Paige Hughey sang the National Anthem. A solar-powered light donated by the squadron will ensure that Old Glory is properly illuminated at night.

Following the flag-raising, Schuyler County Legislature Chairman Dennis Fagan and Watkins Glen Deputy Mayor Scott Gibson presented honorary proclamations to the squadron.

In addition to the flag and the light, the squadron also donated and installed an informational placard at the base of the flagpole that explains why the national ensign is flown from the peak of the gaff rather than the top of the mainmast, a

frequent source of confusion for the general public.

Although a passing cold front forced cancellation of the planned Parade in Review, it still was a fine evening and proud moment for our squadron. Thank you to all members who help plan or participated in the event. Please visit the squadron Facebook page for more photos.

- Charlie



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!

Piloting

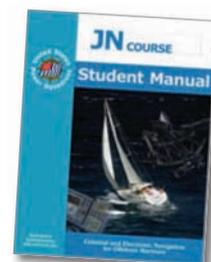
Piloting is the USPS introductory course to the art and science of navigation. This course takes a practical look at boat navigation in which GPS is the primary instrument used. The course will also teach you the traditional navigational skills needed for those cases when (not if) your boat electronics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

Educational Updates (con'd)

For those of you who have endured the intense pace 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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Late breaking news: USPS Headquarters has announced the immanent release of a modified

Canadian Electronic Navigation course. The course is a good introduction to navigation using electronic tools and is suitable for experienced as well as novice boaters with basic charting knowledge. It focuses on navigating with electronic tools, rather than on navigation systems hardware. Successful completion of the course will earn credit for Marine Navigation Systems until MNS is made available.

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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)

Spring Commissioning and Boatyard Etiquette (con'd)

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 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

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.

- 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.



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

Rope Washing Advice (con'd)

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 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, Watkins Glen

August

- 19 August Bridge Meeting (1900)
Kingsley Residence
- 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 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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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