



THE DRUM



A Publication of the Seneca Sail & Power Squadron

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Please report any errors or omissions to the Squadron Newsletter Editor at: editor@SenecaPowerSquadron.US

From The Commander

By Mark Erway, AP

CONNECTIONS

Being a part of Seneca Sail and Power has turned out to be a wonderful life adventure for me, and I hope it is the same for you as well. Because it's not only about learning to boat with confidence, but more importantly, it is about the people we meet, the friends we make, and all the different connections we have that really makes a difference.

As of July 1st this year retirement became a reality for Annie and me. Finally, we thought, we can spend extended time on board, maybe even live aboard for the summer!! But 2015 was the year we were boatless! Yes, we sold our Hunter 28.5 last fall and haven't yet come up with a suitable replacement. But amazingly this has been a wonderful season.

For example, this summer it has been my privilege to be a co-teacher, along side Peter Knott, with our Basic Seamanship class where I got to know a teenager and her father, and two young men and their father. We spent many evenings together, first in a classroom setting and then transitioning to OTW, time on the water, where we got to interact, apply skills, add practical learning and more importantly talk about life and family.

It also been a privilege to be part of Seneca Squadron's Junior Sailing adventure as a 'coach'. The same thing happened on those Saturday and Sunday

class times as practical application took place on the water while we learned about each other and shared life at the same time. With this program it was a privilege to get to know our coaches Jim Sherrick, Jerry Tinz, Denis Kingsley and Mike Crouse, along with the junior members and their parents and guardians. We aren't done yet! We get to race with the Finger Lakes Yacht Club program, and there are more races scheduled through October, as well as the Geneva Barge Race coming up.



And it didn't stop there. Another part of the connections we made were with the folks that bought our Hunter 28.5, *A Fresh Breeze*. Part of the deal was that we'd teach them how to sail her and so this spring we worked together on commissioning her for the season, and then went out in a variety of conditions to learn the basics of seamanship and sail. They have been most gracious in allowing Annie and I to take her out by ourselves when the opportunity allows, and who would ever have thought that would be possible. We are still amazed at how this worked out. But again in this situation we were involved in teaching and learning and the practical application of those skills, but along the way we forged a life-long connection with folks who love to sail.

It has also been my privilege as

Commander to interact monthly at our Executive Committee meetings with some of the most dedicated and capable people I've met in my adult life, and we have been having a ball guiding, learning, dreaming, connecting and planning events for our Squadron. I am incredibly pleased that we have two youth, Rolf Lewis and Katie Alley from our Youth Committee, attend each monthly meeting and give input from their perspective as to how to add youth oriented elements to our activities and to utilize social media to reach a larger audience. By the way, at our July meeting we learned that Rolf is the youngest Power Squadron Certified Trainer in the U.S., and we celebrated that fact with a standing ovation. (On a personal note, thank you Rolf for diving at the end of Pier 5 and locating my brand new sunglasses that inadvertently sank there.)

Our previous Commander, Charlie Fausold, worked hard leading us through a strategic planning process and that document is now our ongoing guide. We are aiming at strength in education; increasing social connections through activities; and one or two strong events and/or programs per year. This year, because of our programs and connections, we added eleven new persons to our membership role!!!!!! We are one of only a handful of squadrons that have added members. That is a major accomplishment.

Speaking of events, I can share with you that, at the request of District 6 Commander, William Herrick, we are planning a three-day rendezvous for July

2016, which will take place on Seneca Lake and Cayuga Lake and involve the Cayuga-Seneca Canal, too. The overall event will require the cooperation of other area squadrons, such as Red Jacket, Auburn, Ithaca and Susquenango. Just think about the connections we will make with all those folks, plus those we can invite to share in this special event. We are already talking about events for youth and thinking of ways we can encourage boat owners to invite their children and/or grandchildren to attend along with them. We are also thinking about ways to engage the public so they can see who we are and what we do. Stay tuned for details.

2015 has been a very special year. I still have two pending things that need to be accomplished. One is to complete the process to become a certified Vessel Safety Examiner. Our Squadron qualified four new VSE's this year. Guess what VSE's can do? Yes, make many connections with other boaters and meet a whole lot of new people. The second is to complete the Junior Navigation course which we started many months ago. And you know what? Both of those activities have come with really great connections as well.

Wow! What a year! Get involved, you never know who that next connection might be.

Regards,

- Cmr. Mark

From the Executive Officer



By Charlie Fausold, SN-IN

District 6 Commander Bill Herrick has requested the assistance of our squadron and others in planning a District Rendezvous for 2016, and your Seneca Squadron Executive Committee has enthusiastically accepted this invitation. The basic concept is to utilize the full length of Seneca and Cayuga Lakes as well as the Cayuga-Seneca Canal over the course of the three- or four-day event, following the general outline of the

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Squadron Web Site

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successful 2001 District Rendezvous. Various squadrons will have lead responsibility for organizing events on their “home waters.” Seneca, for example, would plan activities during that part of the rendezvous that takes place on Seneca Lake, especially the southern and middle portions.

Planning such an event is not without its challenges, not the least of which is accommodating smaller sailboats whose

skippers may find navigating the full length of the lakes rather arduous, and larger ones that would have to step and unstep their masts while transiting the canal. Innovative thinking is required. Fortunately, that quality has never been lacking in the Seneca Sail and Power Squadron!

Inter- and intra-squadron planning committees are being formed to brainstorm ideas and formulate plans.

Please contact Commander Mark Erway if you would like to be involved in some capacity. The 2016 Rendezvous promises to be a great opportunity to have fun, polish some skills, and showcase our organization for the general public.

- Charlie

From the Administrative Officer



By Rebecca Lewis

Ahoy All!

How could it possibly be September already? I certainly hope that the sailing season has been a full and enjoyable time

for you.

Since my last writing we have enjoyed our picnic dinner event that took place in July at the Village Marina Bar and Grill. Terry Stewart and Lisa Oldroyd were our guest speakers where they shared the fun and excitement of sailing (as well as their trials of navigation) down the eastern coast. Thank you both for giving us lots to think about and making it a fun and memorable evening.

Our next event will be November 17th at the Esperanza Mansion. It will be our final social event of the 2015 sailing season. It promises to be another wonderful time spent with great friends. This event will be held in place of our regular monthly Bridge meeting. Social mixer will begin at 18:30. Dinner will be served at 19:15.

To get a jump on the holiday season dinner will be as follows:

The Evergreen Buffet

- Prime Rib of Beef – seasoned and slow roasted served with a horseradish sauce or Au Jus

- Chicken Frangelico – Almond crusted chicken with Frangelico cream
- Grilled Vegetarian Ravioli – Ravioli stuffed with fresh vegetables and tossed with a light roasted garlic cream sauce.

Each Buffet is served with a Mansion tossed salad and choice of dressings; a seasoned medley of vegetables, roasted garlic mashed potatoes, fresh rolls and butter, coffee, tea, and iced tea.

Cash bar.

The cost is \$36/person

If are unfamiliar with The Esperanza Mansion their website is:
<http://www.esperanzamansion.com>

In closing, even though it is September, there are still plenty of opportunities to enjoy a sail or boat on our beautiful waterways. This includes inviting friends over to share in the beauty of the season on board our vessels. These friends may or may not be boaters and we must remember they may or may not be familiar with our boats.

In these situations, it’s always a good idea to let them know what is expected as they ride along and helpful to assign tasks when they come on board. It will definitely make socializing fun and keep everyone safe in the long run.

Here is a short article from Boatingmag.com that highlights potential problems when we forget.

<http://www.boatingmag.com/assigning-boat-crew-tasks?src=soc&dom=fb>

- Rebecca

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Assigning Boat Crew Tasks

By Kevin Falvey

Posted August 3, 2015

It was a textbook approach in challenging, though not horrific, conditions. All I needed to do was drop the control into neutral, cut the wheel toward the dock, and then deliver a final short burst of reverse. The foregoing would have resulted in us coming side-to so gently that an egg placed between the boat and the dock may not have cracked, this despite the brisk onshore wind.

Well, maybe it wasn’t that textbook, but it was good, I tell you, darn good.

But a smooth landing never happened. Instead, my mate that day, an old friend I hadn’t seen in a while, ended up stuck, as though secured with Velcro, to a splintery piling by his fluffy sweater. He’d jumped up to fend off, without being asked, on the theory that I was going to bang the dock and so needed his help. When I applied the aforementioned reverse and the bow swung out, he was caught unprepared. So he hugged the

pole so as not to take a swim. This, of course, necessitated my putting the boat into forward gear lickety-split, before the distance exceeded his 5-foot-11-inch height that was now stretched between my bow rail and the sticky piling.

Yeah. It was one of those.

Now, the main thing isn't my embarrassment at having ended up looking like a Gilligan while docking. (OK, it's a little important.) Instead, two things are key. First, no one got hurt. Second, no boats were damaged in the making of that docking attempt. On top of everything, it all could have been avoided had I only stuck to my longstanding plan of always assigning crew aboard *Breakaway* a job of some sort.

For my daughters, I assign specific jobs so that they can learn boating and seamanship and experience the personal satisfaction of responsibility and

completing a job well done. For adults who regularly join my wife and me, I have assigned regular jobs. Part of this is that friends are going to help anyway, so if they want to clean, show them where the bucket and brush are. In addition to personal growth, assigning tasks like this makes everyone feel a part of a team, and everyone is more familiar with the boat.

Do not neglect the occasional guest, though. Treat him or her like crew too. All too often, such guests will do as my friend did: help when none is needed and muck things up, perhaps getting hurt in the process. These folks' hearts are in the right place, but if you have never fended off a boat, you may get hurt.

There's a learning curve involved with being a deckhand, just like anything else. When assigning a task to a newbie, be clear and specific. Hand them a line or a fender, tell them exactly where to sit and

wait, and make sure they understand that they are not to jump the gun. You may not use the words wait for my command, but that is what they need to understand. They also need to understand that you may not need them at all, but that having them there at the ready will definitely ease your burden.

So for their own safety, the safety of others and your peace of mind, give each member of your crew a job on board.

It's great for camaraderie and, I believe, will pay dividends should there ever be an emergency.

Quick Tip: Instruct crew, using boathooks, to reach in the direction of the boat's motion. Reaching "behind" may result in being pulled overboard.

Meet The New PRO!

By Karen Castor-Stewart

[We frequently hear that the Seneca Sail & Power Squadron is one of the best kept secrets of the Southern Tier. Because of this, the members of the Bridge are thrilled to welcome Karen as our new Public Relations Officer! –Ed.]



Hello! I am Karen Castor-Stewart, the new PRO. I was recruited as PRO after my family decided to learn to sail thru the Junior Sailing Program.

My love for sailing started while at college in Milford, CT. I worked for five years at the Milford Yacht Club and every morning I would arrive extra early to listen to the halyards clanging... I just love that sound! *[Karen obviously hasn't spent a night aboard in a windy marina! –Ed.]* I always hoped to learn to sail but it never happened till this year.

The Junior Sailing Program is a fantastic program for kids and adults and we are lucky to have it in our area. I look forward to marketing this program and our other quality education programs to make boating safe and fun on Seneca Lake!

If you have any suggestions or questions, please don't hesitate to contact me at the following e-mail address:

pro@SenecaPowerSquadron.US

- Karen

From the Education Officer

By Tom Alley, SN



As mentioned in the last issue of *The Drum*, we will be offering a series of seminars this fall and early winter on boat maintenance. Our plans are beginning to firm up and

I'm happy to offer the following details at this time.

Some of the topics we will be covering include:

- Hull cleaning, fairing, and painting.
- Structural fiberglass work.
- Deck cleaning, restoration and painting (including non-skid application).
- Restoring tired woodwork.
- Re-rigging the sail plan.
- Proper techniques for installing deck fittings and access ports.

Other topics may be added as the project progresses, but I think this is a good start. As you can see, it will be a fairly comprehensive program!

Best of all, you won't have to "practice" on your own boat!

Seminar details are listed later in this newsletter. If you think you might be interested in one or more of the sessions, please sign up **now** so we can hold a place for you.

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I am also most grateful to all of the volunteers that have been helping out with our youth programs – Seneca Junior Sailing and the Youth ABC classes. The energy and enthusiasm of our instructors is rubbing off on the students (and more than a couple of parents) and we have some pretty motivated young sailors amongst us now.

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Speaking of ABC, congratulations to our recent graduates!

- The Stewart Family: Bob, Karen, Jill & Sam
- The Michel Brothers: Zach & Sam
- Fred Seip

Also, a big hand to our ABC teaching team for third consecutive summer with a 100% passing rate! Great job Peter, Katie B., and Jim!

And we can't forget the very generous folks at the Watkins Glen Yacht Club for making their facilities available to us at no charge. THANK YOU!

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Another group that's been working hard all summer is our Seamanship class who recently completed the course and took the final exam. While results of the exam are still a couple weeks away, I want to applaud all of you on your hard work and dedication to the class.

As a side note, 75% of the Seamanship class was composed of youth members of our Squadron.

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Policy reminder: It has been our practice in the Seneca Squadron to offer scholarships to our outstanding students. If you receive a perfect score on the final exam of any of the Advanced Grade or Elective courses, the next course is on us! (In plain English: It's free. No charge. Gratis. Got it? Good! Now sign up for one of our classes!)

- Tom

SEO@SenecaPowerSquadron.US

Youth Committee Report

By Katie Alley, P & Rolf Lewis, AP

This season of our Junior Sailing program has proven to be very busy for all involved. Eight students have met six coaches on Saturdays since early June to develop their understanding of sailing. Since the last issue of this newsletter, the Junior sailors have been learning and practicing the skills needed for racing. In July, *Tomfoolery*, *Midnight Star*, and *Tark* all participated in start-line drills, teaching the Junior sailors the tactics of identifying ranges, starting in a box, and sailing to a race mark. In August, the same three boats have participated in

their first actual race with the FLYC. Also in August, two of the Junior sailors, Katie Alley and Rolf Lewis, acted as crew aboard *Tark* for Denis Kingsley. With the help of the experienced Junior sailors, *Tark* placed fourth in the Annual Commodore's Cup race to Peach



Junior Sailors during FLYC Race #5. L to R: Rolf Lewis, AP, Coach Mark Erway, AP, Katie Alley, P, and Maggie MacBlane, S.

Orchard Point. *It has been widely accepted that this is a new record for any of the boats that have happened to be named Tark in recorded history.*

Rolf Lewis returned to the U.S. on the 16th of July, in time to participate in several of the start-line drills. He enjoyed his time abroad in the countries he visited (Ireland, Wales, England, and France). He took over 6,000 pictures on the camera he traveled with, and is hoping to have them ready for sharing soon.

As many of you have heard, *Tomfoolery* never did reach Lake Ontario this summer. Despite high hopes, the crew was severely disappointed when they found out several sections of the canal they needed to traverse were closed due to high water levels from recent rainfall.

However, Captain Tom and Junior sailors Katie Alley and Maggie MacBlane, were able to explore Cayuga Lake under power. All in all, the crew did not gain the new experiences that come with sailing on the Great Lakes, but they were able to practice locking through, cruise planning on the fly, provisioning, and some navigation techniques. (Ironically, Katie brought her Lake Ontario chart but left her Seneca-Cayuga chart at home.) To read more about this adventure presented to the *Tomfoolery* crew, see the FLYC's August issue of *Port Tacks*. (<http://www.flyc.us>)

The Youth Committee has recently been involved with the planning of the 2016 District 6 Summer Rendezvous, which historically has been from Watkins Glen,

through the canals, to Ithaca. *Tomfoolery's* trip to Cayuga Lake had a purpose after all - the crew brought back useful observations to our squadron and had stories to tell about running aground multiple times and attempting to find a marina that could step a large mast. The Youth Committee will be responsible for planning various youth activities for Rendezvous participants in Watkins Glen.

Watch for the Junior sailors this fall in the FLYC races (look for the boat out in front), and stay tuned for more details in the next issue.

- Rolf & Katie

Upcoming Classes and Seminars

By Seneca Squadron Education Department

Boat Maintenance Seminar Series

If you've wanted to take your boat maintenance skills to the next level, we have a series of seminars for you! While the details are still being worked out, we are opening up registration so that we can get an idea of how many people might be interested. If you even *think* you might want to attend one or more of these sessions, please register now. (This registration is non-binding. We'll ask for confirmation later.)

Class details are as follows:

- When: October-January
- Where: Kennedy Family Barn, Horseheads, NY

- Lead Instructors: Mike Crouse, John Read, Tom Alley, and others.
- Cost: TBA

Seminar fees will be used to offset the cost of materials used to refurbish our class boat.

Topics to be covered:

- Structural fiberglass repair.
- Hull painting.
- Deck repair/painting (including non-skid).
- Proper deck fitting installation.
- Brightwork repair, restoration & refinishing.
- Sailboat re-rigging.

Other topics will be added as needed.

Registration: Contact Tom Alley, SEO@SenecaPowerSquadron.US.

Registration Deadline: Oct 1st, but don't wait!

Fall Courses

Courses for the "non-boating" portion of the year are being planned. If there is a particular course you are interested in taking, please contact Tom Alley, the Squadron Education Officer, with your request:

SEO@SenecaPowerSquadron.US

Software Releases, Updates, and Recommendations

SailFlow App

Sailflow (Sailflow.com) is a neat website that lets you enter a general location and then zoom in on local weather stations showing historical, real-time and forecast data.

Currently one station in Hector provides data relevant to the south end of Seneca Lake. The data is provided courtesy of a private station via Weather Underground. Mobile apps are available for Apple and Android platforms.

Basic features are free, with additional features available through a tiered pricing system.

Celestial Tools V4.9.2 Now Available

A useful tool for your smart phone or tablet. To get the latest version, visit <http://www.usps.org/national/eddept/n/tools.htm>. V4.9.2 corrects a few minor bugs.

Email: [Stan Klein](mailto:Stan.Klein@senecapower.com)

Elvestrøm Sail Timer

For those of you who enjoy sailboat racing, this is a very useful stopwatch optimized for getting you to the starting line at the perfect moment. Utilizing the GPS in your smartphone, it will not just count down the seconds until the start, but it will also tell you how far away you are from the starting line and will estimate how long it will take for you to get there. The app also provides audio feedback at each minute during the countdown, then at more frequent intervals during the last seconds for the starting sequence.

For iOS devices, search the App Store for “Elvstrom”.

By the way, the app is free!

Sight Reduction Excel Spreadsheet

Mark Seeley of the Dallas Squadron has made available to Seneca Sail & Power Squadron his Excel spreadsheet for doing sextant sight reductions. The spreadsheet mimicks the USPS sight reduction form for both the law of cosines and nautical almanac sight reduction (NASR) methods. The spreadsheet will also handle meridian transit (a.k.a., noon) sun sights.

Students in the current JN class have been using this spreadsheet and have verified its usefulness. It's a very well written spreadsheet and will run on both Windows and Macintosh versions of Microsoft Excel.

You can download this fantastic tool from the Seneca web site under the JN classroom pages. (<http://www.SenecaPowerSquadron.US>)

New Courses From The Offshore Navigation Committee

Junior Navigation (JN) has been updated to JN 2014, and Navigation (N) has been updated with new software to Navigation 2015. Both courses have new student and instructor manuals. Squadron educational officers designing their fall course schedules should remember to order the newer course versions.

Email: [Victor B. Schwartz](mailto:Victor.B.Schwartz@senecapower.com)

Junior Sailing or Junior Racing?

By Don Finkle, RCR Yachts

[When Seneca started its Junior Sailing program last year, we went in a slightly different direction than most yacht clubs. It's reassuring to hear some "validation" to our teaching philosophy from a professional who has himself been involved with a highly successful Junior Sailing program for decades. -Ed.]

I have been thinking about this one for a while and it may come across as negative, but that is not my intent. Those who work with juniors to teach sailing are all well intentioned and have the kids interest at heart but I believe we may be missing some key points. I invite you to tell me where I am all wet but maybe some good will come out of the discussion.

My observations are that mostly what we teach kids to do these days is race, or the skills necessary to race. There is no question that young people who graduate from junior sailing programs these days

are much better racing sailors than we were as kids at the same age. But we may not be creating passionate lifelong sailors, and I can tell you from personal experience that they are not all learning the broader skills needed to be competent all around sailors. They become very good at sailing dinghies, roll tacking, boat handling, close quarters maneuvering, starting, etc. However, believe it or not, many don't even know that you wrap the line around a winch clockwise. Their broader sailing skills that include anchoring, docking, line handling, taking care of the boat, etc. are often lacking. Adults do much of the work for them so they are not learning how to take care of or fix boats either.

When we were kids (I can hear the groans now) we did most of our sailing on our own, no supervision, nobody ever helped us rig, launch, fix, or do almost anything to our little boats, we did it all ourselves. What adults did teach us

though was some very important etiquette and proper procedures in the yachting tradition. For example, you do not cross through the cockpit of another boat tied next to you unless invited to do so, you walked forward of the mast. If you are going to tie to another boat you would have your fenders rigged, lines ready, and ask permission to come along side. You don't walk over someone else's boat with filthy shoes, you don't leave your boat unless it is properly secured, etc...., the list goes on. From watching young people today, it does not appear that they were ever taught any of these things. Not their fault because these things need to be passed down from other generations.

Another issue we see is the emphasis on racing most likely turns off those who are less serious or less successful. Not everyone is going to be a good racing sailor, but if that is the only object of the game why would they stick it out?

People are social animals, most of us enjoy being with others. One or two person dinghies may not be the most attractive to the less competitive kids. It seems to me that more time spent in a variety of boats may be better for the majority of kids than a steady diet of Optis and 420s. Let them sail in J22s, Sonars, J70s, Lightnings, and also bigger PHRF boats. That will give them more exposure to different types of sailing and they may find the size and type of boat that best suits their personalities.

Don't get me wrong, the best way to understand sailing is by learning in small

boats. However, once one has the basic idea down it is possible that unless you have the chance to try different types of boats and different types of sailing you may lose interest. Kids these days are used to having many choices and some variety in sailing seems to be more conducive to building a long term love for the sport. Spend time on big boats, spend time going to other ports, give them a taste of high performance sailing, sport boats, multihulls, etc. maybe more time during sailing school in games and such other than race drills. It would also help young people if they sailed with older sailors some of the time. Multiple

generations on a boat is a good thing. The kids bring enthusiasm and energy, the older folks bring experience and knowledge.

Of course we are dealing in generalities here and not every sailing school is guilty of an overemphasis on racing or a lack of variety. But I will bet that there are opportunities to attract and keep more kids if we broadened our view of what we are teaching a bit.

- Don

July Squadron Dinner with Terry & Lisa

Photos by Rebecca Lewis



Observing Depths & Running Aground in Exotic Places

By Katie Alley, P

With Seneca being the deepest of the Finger Lakes, monitoring depth is not always a primary concern for most boaters, unless anchoring close to shore or entering an unfamiliar harbor. In many places on the lake, the water is hundreds of feet deep just several boat lengths away from shore.

Tomfoolery is a full keel Alberg 35 sailboat with a draft of about 5½ ft. Even with what some consider a great draft, the only time we have to closely monitor depth on Seneca is when we're anchoring, docking at a friend's cottage, or entering an unfamiliar area of the lake. In my time as a crewmember, the only place I can recall *Tomfoolery* running aground in Seneca was at Stiver's Marina in Geneva, when we were

docked rather close to the edge of the channel last fall.

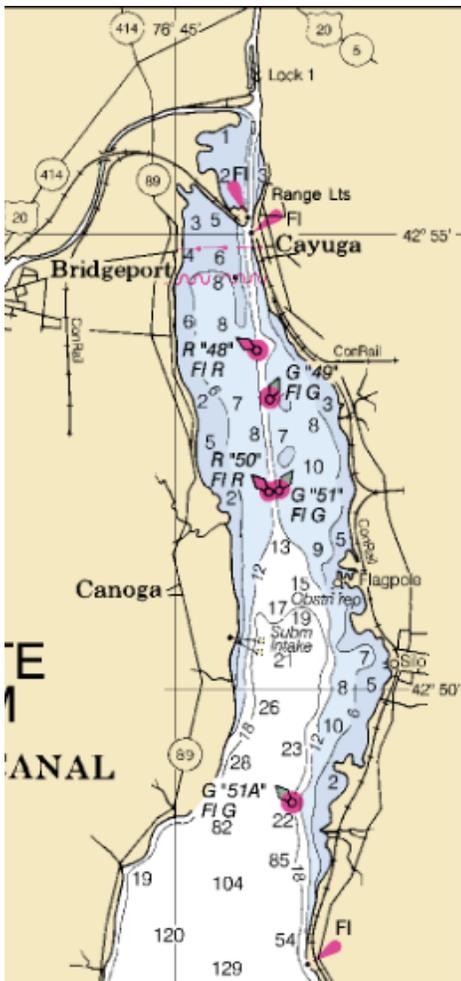
Running aground in the Finger Lakes typically is not an emergency-type of situation. A large majority of the bottoms are mud – meaning if a boat were to run aground at a slow speed, it is likely there would be little to no damage, and it would be relatively easy to free the vessel. Grounding on a sloping mud bottom is more of an inconvenience than anything else.

If you've read the latest issue of FLYC's *Port Tacks* (see <http://www.FLYC.US>) or simply keep up with talk around the Village Marina, you would know that after *Tomfoolery*'s unplanned cruise to Cayuga Lake brought back word that the lake is considerably shallower than Seneca and not exactly full-keel-sailboat-friendly. The crew, Captain

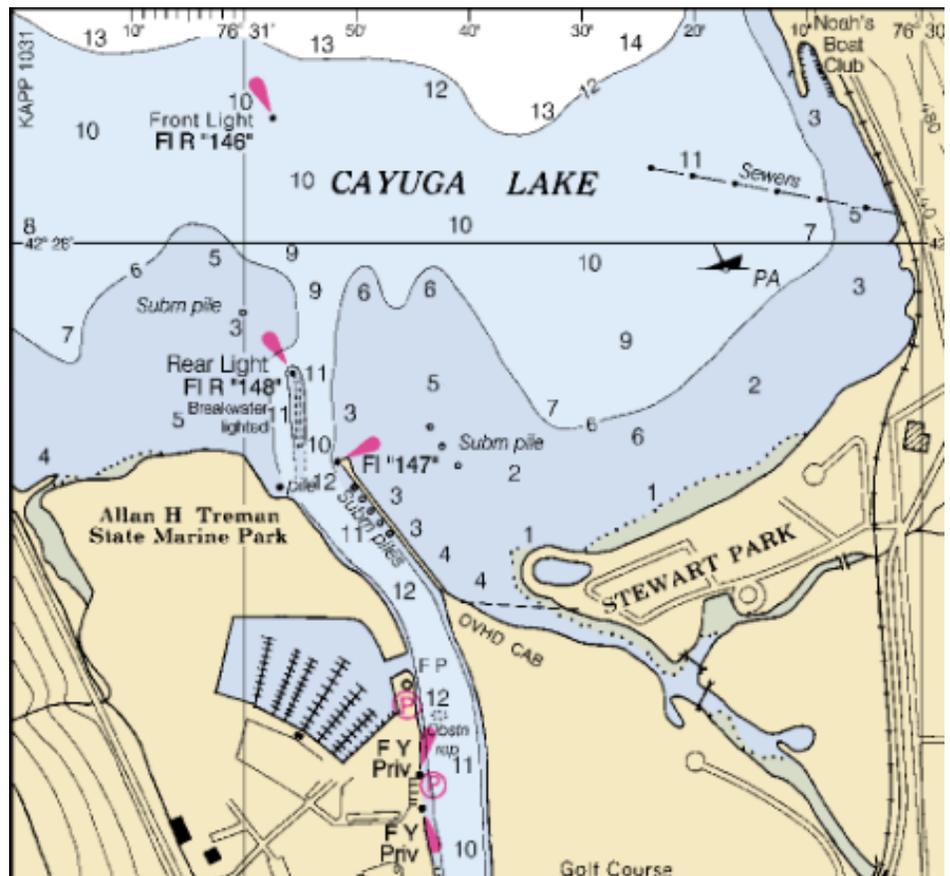
Tom, Maggie MacBlane, and myself, certainly gained experience with observing depths and running aground.

As many of us learned in Seamanship, the best approach to running aground is prevention. This is done by monitoring the depth sounder, checking charts, and slowing down in areas that are known to be shallow.

Tomfoolery's depth sounder is not always the most accurate with depths under 20 ft, but it gives us a fairly close idea. Often times it will read to the top of the weeds growing from the bottom. If the water is clear and still, we can look down to see if the weeds or the bottom itself are visible. We can also look around for anything, such as sticks or grass, poking up through the surface of the water, and guesstimate the depth from there. But we do not always have



Northern end of Cayuga Lake.



Southern end of Cayuga Lake.

these indicators, as we learned on Cayuga.

We can report that the charts are accurate for the Cayuga-Seneca Canal – the depth was a consistent 12 ft in the middle of the channel. Not a problem there for *Tomfoolery*.

I was behind the helm when we exited the canal and entered into the northern end of Cayuga. When I went through the canals last summer, I must've mistaken northern Cayuga for a large pond. Trees to the south on a point of land and grass sticking out of the water in center of the area led me to that conclusion. Turns out to get to the rest of Cayuga Lake, you have to follow a channel that guides you under a bridge and to deeper waters.

Navigating the narrow and shallow channel proved itself to be stressful. The only way of keeping your vessel in the appropriate dredged area was by passing red buoys to the right, green ones to the left, and monitoring the depth sounder. Just several boat lengths in the wrong direction were depths shallow enough to run aground.

Our charts had depths of 12 ft. recorded in the middle of the channel, but our depth sounder bounced back and forth from 6 ft. to 20 ft. and any number in between. So basically, I had to try to steer *Tomfoolery* along an almost invisible channel for more than hour, hoping we would not run aground on any mudflats at a speed of 5 knots. I was successful, but I let Captain and Maggie have the task of being behind the helm in that channel on the way back. (They were successful too.)

We were hesitant about entering any harbors at the northern end of the lake, as the charts told us it was extremely shallow close to shore (around 2 ft). We approached Frontinac Harbor carefully at a slow speed. There seemed to be no sailboats our size docked in that harbor, which was not a good sign. However, despite the depth sounder reading 4 ft. the whole way in, we were still able to make it completely into the harbor without any problems.

From Frontinac, we were directed to Hibiscus Harbor for a crane large enough to step our mast. We were told that

Hibiscus had “20 feet of water off the gas dock” and the depth would be adequate for *Tomfoolery* in the entrance as long as we stayed “between the two orange cones floating in the water”. We followed that direction but still found ourselves coming to an easy halt from our already slow speed. *Tomfoolery* had glided right onto the sloping mud bottom. With all three of us standing in the cockpit rhythmically shifting our weight from one side of the boat to the other, we were able to rock *Tomfoolery* free quickly and easily.



Entrance to Hibiscus Harbor, Cayuga Lake.

Captain gave the marina operator a call, who suggested we stay to the left side of the entrance, where it was “deeper”. Once again, we ran aground in nearly the same spot and had to rock ourselves free. I remember a nearby drifting fishing boat gave us a funny look, as if questioning what we were doing.

Needless to say we did not get our mast stepped or find a marina with sufficient accommodations at the northern end of the lake. I'm sure Hibiscus Harbor is really nice (it sounded it from the online description), but only if your vessel has a draft of less than 4 ft. On the bright side, there was good anchorage just a few boat lengths away from the harbor entrance, where the depth was about 20 ft. (However if a strong west wind would have come, we definitely would have ran aground again while anchored.)

Motoring south down the lake towards Ithaca presented no problems, as the lake is over 400 ft deep in the middle. Comparatively, the average depth of Cayuga Lake is 182 ft, while Seneca's is 291 ft (according to Wikipedia).

At the southern end of the lake, the challenge of navigating shallow waters was introduced once again. Captain was able to follow the much shorter channel into Treman State Marina, where the chart read 12 ft. and the depth sounder read a fairly consistent 9 ft. In the marina, there were many more sailboats of our size and even another Alberg 35. Here, we docked and enjoyed what the state park had to offer.

Two days later, we departed from the same marina and entered the channel heading north. After exiting the approach to more open waters, there was a loud “bump” and *Tomfoolery* lifted several inches out of the water for a few seconds. The depth sounder had again been reading a fairly consistent 9 ft, so we concluded that we had run right over some sort of obstruction. Whatever we hit was too hard to be mud yet too soft to be rock, so most likely it was some form of debris, possibly a large log resting on the bottom. Fortunately, there was no damage, even though we had hit the obstruction at a speed of over 5 knots. If you ever find your vessel in Ithaca, beware when passing the decorative white lighthouse at the southern channel!

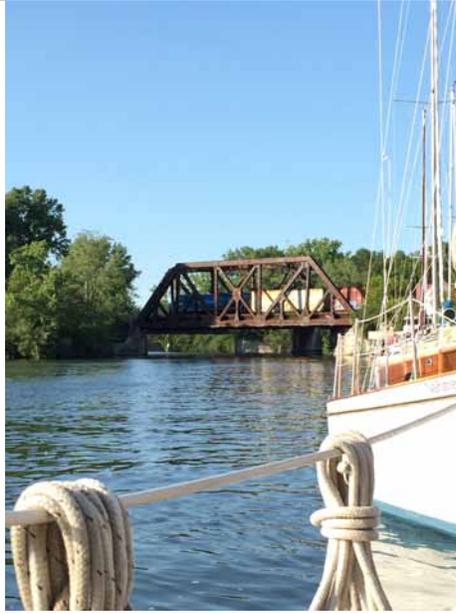


Perhaps we ran over a crocodile in Ithaca?



Northern end of Cayuga Lake.

On our trip home, we were able to enter Frontinac Harbor and navigate the northern end of Cayuga more confidently. We also docked for the night at Stiver's marina in Geneva, closer to the center of the channel where there was not any fear of running aground (we have had enough of that for one season, nonetheless one trip).



Stiver's Marina (Geneva, NY) looking into the Cayuga-Seneca Canal.

So in conclusion, monitoring depths can be tricky in exotic locations and you may run aground or plow over something, whether you expect it or not. Charts and depth sounders may not always be accurate and there are a handful of harbors and channels that need to be dredged between these two lakes. We also have to consider that water levels were high this year due to heavy rainfall, so depths could be even shallower during a year with average or low rainfall. It's best to be prepared for changes that come with navigating a new body of water.

Don't worry; *Tomfoolery* will lead the way for the other sailboats in the Rendezvous next summer!

-Katie

A Study in Details – Part V: Wrapping Up

by Tom Alley

SV Tomfoolery

With the motor installed and functional, it was now time to, as some might say, "put a bow on it." In this section, we deal with those systems not immediately essential to making the boat move and to the cosmetic details of putting the boat back together and making her comfortable and livable once more. There were a few tasks that were put off for various reasons that did not get tackled until the boat was hauled out for winter storage.

Cabinetry Modifications

As mentioned earlier, the new engine is longer and has peripherals that stick out in different places, requiring some modifications to the cabinetry in the main cabin. This effectively destroyed the supporting structure for the companionway ladder. Measurements were taken and plywood was used to rough in the new supports for the companionway ladder. Once the pieces had been properly fitted, they were removed and veneered with mahogany so as to match the interior of the boat.

The hole in the countertop between the ladder and the galley sink that resulted from the relocation of the companionway ladder has been utilized as a trash receptacle by mounting a small trash can below it. This proved to be very convenient when underway or when preparing meals.



Cabinetry modifications to accommodate the new motor, which is slightly larger and has accessories in different locations.

Another modification being made is that, as sections of the interior of the boat get updated, the ubiquitous faux-wood Formica is getting sanded down and veneered with mahogany. You can see the unvarnished mahogany above the cabinet door to the right of the companionway ladder in the photos to the right. Once varnished, they will look like the wood behind the companionway ladder.



Cabinetry modifications after application of mahogany veneer and varnish.

Water Heater Hookups



Location of new coolant accumulator and expansion tank.

The water heater aboard *Tomfoolery* uses either shore power or engine heat to make domestic hot water. As with the other systems, there's more than just hooking up the engine coolant lines to the water heater to make it work. Because the water heater sits higher than the coolant fill point on the engine, an external accumulator had to be installed above the level of the heater core in the water heater to avoid an air lock situation that could cause the engine to overheat.

A bracket was constructed of wood that would hold the remote coolant tank and overflow catch tank at the proper level. At

the same time, this bracket would form a protective "guard" around the main DC bus in the boat, which is mounted to the bulkhead above the motor. For once, the plumbing to and from the water heater was straightforward. The hardest part was loosening the fittings on the water heater to replace them with hose barbs. A can of Liquid Wrench proved to be the best tool for this.

After getting everything hooked up and the antifreeze topped off, we naturally had to fire things up to make sure they worked. It was very reassuring to know that we could now take hot showers aboard our vessel after running the engine for about 20 minutes!

Raw Water Through Hull Replacement

Because the engine was installed while the boat was afloat, upsizing the raw water through hull had to be postponed until we were on the hard for winter storage.

The original raw water intake for the Atomic 4 engine was a 3/8-inch fitting, far smaller than the 1-inch diameter fitting recommended by Westerbeke. The old fitting was removed, the hole was enlarged for a proper through-hull and seacock, and then a new raw water supply line was installed.

Note: Supply lines should be made of wire-wound hose to minimize the chances of the hose collapsing under the suction from the engine raw water pump.

During 2014, the engine ran at a consistent 180°F (per the temperature gauge on the instrument panel) when pushing the boat at 5 knots for extended periods. With the new raw water

intake, the engine temperature was observed to be a full 20° lower (160°F), even with the additional loading of a larger propeller. Obviously, the smaller intake line was insufficient.

Exhaust Through Hull Modifications

Like the raw water intake, the exhaust through hull needed to be upsized and it was simply easier to tackle this with the boat in her cradle instead of floating in her slip. While up-sizing the exhaust opening, it was discovered that the hull was over an inch thick in this area, requiring an extra-deep hole saw to complete the job.

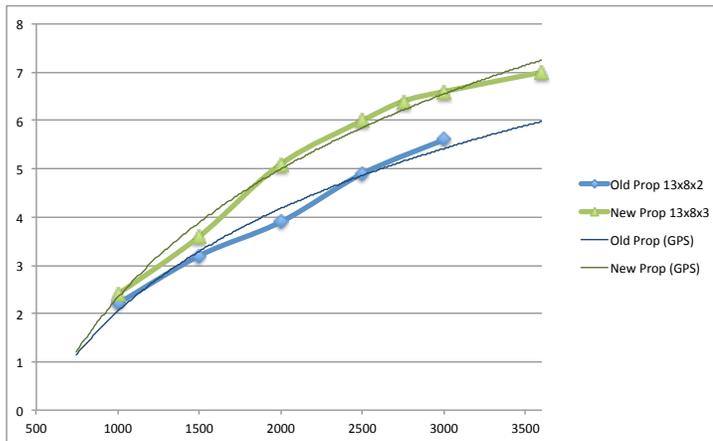
The new opening has significantly reduced the back pressure on the motor. This can be seen by the fact that the water exiting the boat is now more of a “flow” and less of a “jet”.

Drive Train Modifications

Because of the different gearing ratio in the transmission of the new motor, the propeller was spinning much slower than with the old, direct-drive propulsion system. A great deal of thought went into replacement of the propeller and is detailed in a separate article.

The “proper” choice for a new prop would have been a 3-bladed, feathering model that could be adjusted to an optimal pitch while minimizing drag under sail. Budgetary constraints, however, ruled out this choice and a fixed-pitch propeller was chosen. (>\$3,500 vs ~\$500) In the end, a 3-bladed, 13 x 8 inch propeller was chosen. While the pitch of the new prop is the same as the old, the increased blade area reduced slippage enough to be able to exceed theoretical hull speed at wide-open throttle.

A speed curve of both the old and new propellers is shown below. The vertical axis represents the speed of the boat in knots and the horizontal axis is the engine RPM.



With the propeller and its shaft removed, the opportunity was taken to also replace the cutlass bearing that had served our sloop for the past 20 years. Also, the packing in the stuffing box was refreshed to ensure continued smooth operation.



The cutlass bearing is held in place by a couple of Allen screws in a bronze collar around the stern tube. Removing the Allen screws allowed the collar to be removed and then the old cutlass bearing slid out rather easily.



New and old cutlass bearings in a side-by-side comparison. You can see the wear in the rubber flutes in the old bearing.





Installing the new cutlass bearing was the reverse of removing the old. The new bearing was first positioned in the stern tube, then the collar was replaced and the Allen screws were tightened down to hold everything in place. Care must be taken to tighten the Allen screws enough to be snug and not vibrate out, but not so much that they deform the cutlass bearing.

At the other end of the stern tube, the stuffing box needed some fresh packing. This was easily accomplished by removing the cap nut and tapping new packing into place using the prop shaft as a guide and a pipe to tap things into place pending final assembly. The old packing can be seen next to the cap nut and shaft.



The hole in the rear bumper of my van happened to be the correct diameter to support the shaft and hold the packing nut in place while the stuffing was pressed into place. If you notice, the pipe I was using is slotted for use as a tool to install or remove 1½-inch thru-hull fittings.

Stay tuned for the final installment of this article in the next issue. By then, we will have sailed a full season with the new power plant in our boat and will be able to make a (hopefully) objective analysis of the question, "Was it worth it?"

Coast Guard Crews Salvage Sunken Buoys

By Coast Guard Ninth District External Affairs Department

CLEVELAND — Coast Guard crews recover 11 buoys and 13 sinkers with mooring chain ending a 5-day salvage operation Friday in Lake Michigan.

Members of Coast Guard Cutter [Mobile Bay](#), a Coast Guard dive team and crew from [Station and Aids-to-Navigation Team Two Rivers](#), Michigan searched for the sunken aids in both Green Bay and Lake Michigan.

The sunken buoys, chain and sinkers retrieved during this operation will be sent to a commercial repair facility for refurbishing if possible and put back into inventory for future use in the Great Lakes maritime transportation system providing a cost savings in new buoy construction and by removing potential hazards in the waterways.

Planning for this salvage operation began during spring aids-to-navigation patrols when Mobile Bay's crew visually located several of the sunken buoys on the bottom.

The six-person Coast Guard dive team assigned to this mission are permanently attached to [Dive Locker East](#) in Portsmouth, Virginia. With their help, Mobile Bay has

"The coordinated effort of the dive team, cutter personnel and ANT Two Rivers has been a tremendous opportunity to use many of the search and salvage techniques that we train with," said Chief Petty Officer Loren Powers, dive team leader. "Getting a chance to train two of our newest dive school graduates in aids-to-navigation diving, salvage and searching methods with a real impact from each dive has been a rewarding opportunity for all involved. We look forward to future Great Lakes operations."

Over the last five to seven years, 22 of the winter ice hulls and associated mooring chain and sinkers have gone missing. These "winter mark" buoys are streamlined to minimize ice catching any protruding structure on the buoy allowing it to ride under moving ice

without dragging the sinker off position or damaging the hull and then resurface when the ice gives way.

Two Rivers joined the effort by providing a boat crew and their aids-to-navigation boat as a suitable working platform for the dive team and their gear.

Cutter Mobile Bay, homeported in Sturgeon Bay, Wisconsin, is responsible for all Green Bay aids-to-navigation and those off the west coast of Lake Michigan down to Sheboygan, Wisconsin, 113 buoys in all.

"The success of this salvage operation has been a direct result of a tremendous team effort" said Lt. Cmdr. Cary Godwin, commanding officer of Coast Guard Cutter Mobile Bay. "From the planning and coordination; to the flawless deployment of the divers at the dive sites by the small boat crews; to the divers prowess locating and readying the buoys and sinkers for retrieval; to the buoy deck personnel skillfully lifting the knotted moorings and flooded buoys on deck; to the bridge team safely maneuvering the cutter dangerously close to shoals and hazards, I couldn't be prouder of the effort of all involved."

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Two Coast Guard divers prepare to leave the surface in search of sunken buoys Aug. 27, 2015, at Drisco Shoal Lighted Bell buoy 2 in Green Bay.

A Coast Guard dive locker east team worked with Station and Aids-to-Navigation Team Two Rivers, Michigan and Coast Guard cutter Mobile Bay

crews to locate and salvage sunken aids-to-navigation during the 5-day operation.

(U.S. Coast Guard photo by Petty Officer 3rd Class Lucas Hughes/Released)



Buoy deck personnel aboard the Coast Guard cutter Mobile Bay, a 140-foot icebreaking tug, retrieve two 5000 pound sinkers Aug. 26, 2015, at Fisherman Shoal Lighted Bell buoy 6 in Lake Michigan.

Mobile Bay crews worked with Station and Aids-to-Navigation Team Two Rivers, Michigan and a team from Coast Guard dive locker east to locate and salvage sunken aids-to-navigation.

(U.S. Coast Guard photo by Ensign Nathan Jones/Released).



Station and Aids-to-Navigation Team Two Rivers', Michigan crew loads gear and divers near Plum Island in Porte Des Morts Passage in Lake Michigan, Aug. 26, 2015.

Station and Aids-to-Navigation Team Two Rivers, Michigan worked with Coast Guard cutter Mobile Bay crews and the Coast Guard dive locker east to locate and salvage sunken aids-to-navigation during the 5-day operation.

(U.S. Coast Guard photo by Ensign David Leemon)



Crew aboard the Coast Guard cutter Mobile Bay, a 140-foot icebreaking tug, retrieve multiple sinkers and flooded buoys Aug. 24, 2015, at Gravelly Shoal buoy 4 in Lake Michigan.

Mobile Bay crews worked with Station and Aids-to-Navigation Team Two Rivers, Michigan and the Coast Guard dive locker east to locate and salvage sunken aids-to-navigation.

(U.S. Coast Guard photo by Ensign Nathan Jones/Released).

The Last Word

By Tom Alley, SN



Some time ago, around the end of my high school days, a book by Robert Fulghum entitled, "All I Really Need To Know I Learned In

Kindergarten" caught the public eye. Item number one in Fulghum's list was "Share everything." It's actually a very wise lesson for us in the Power Squadrons.

You might also know this saying as, "Pay it forward." Of course, this means to pay forward the many favors and lessons and bits of advice you may have received during your own formative period. In other words, share your gifts (experience and, hopefully, wisdom) with those following in your footsteps. (...or in our case, in our wake.)

No matter what you call it, this sharing/handing off/bestowing happens to be the business model of all of the successful programs that are helping to not just rebuild our Squadron, but to make it a vibrant, energetic, and *living* organization.

First came on-the-water (OTW) training in some of our classes. Next was a youth-oriented ABC package with hands-on, on-the-water experiences for our young students (and their parents). Members shared their thoughts with the Executive Committee through a survey a few years ago that became the template for our five-year plan (lead by then-Commander Charlie Fausold). One of the fruits of this program evolved to be a full-fledged Junior Sailing program that has helped attract even more families to our ranks.

While the Education Department was focused on these activities, the Squadron social committees created dinners and other events that not only captured our members' interest, but also informed, entertained, and engaged them.

In other words, we are finding ways to share our mutual interest in boats and boating.

What has changed in the last few years is that we are no longer just sharing amongst ourselves. We're beginning to learn how to get the word out to the larger community around us to share the joys of boating with them. As a result, we find new friends and new members and, by virtue of our increasing numbers, we are able to reach out all the more to

share the wonderful experiences one can have on the water.

There was a catchy advertising campaign for a sailboat manufacturer during the time I was learning to differentiate the pointy end of a boat from the back end. The full-page magazine spread had a photo of a human embryo, still in the womb, on the left side and a striking sailboat reaching in a fresh breeze on the right. The slogan was, "We spend the first 9 months of our life surrounded by water. We spend the rest of our lives trying to get back."

Let's help our friends and neighbors get back. Share some time on the water. The best part about sharing is that not only do you get back much, much more than you give, but the recipients of your gifts will find a new life-long activity that they can share with others, too.

See you on the water!

- Tom

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As always, send your thoughts about this newsletter to:

editor@SenecaPowerSquadron.US.

Calendar of Events

August

8	Junior Sailing – Commodore’s Cup Event <i>Village Marina, Watkins Glen</i>
13	ABC for Youth Session #1 (1900) <i>Watkins Glen Yacht Club</i>
15	Junior Sailing – Race #1 (1300) <i>Village Marina, Watkins Glen</i>
18	August Bridge Meeting (1900) <i>Watkins Glen Yacht Club</i>
20	ABC for Youth Session #2 (1900) <i>Watkins Glen Yacht Club</i>
22	ABC for Youth OTW Session/Exam (0900) <i>Village Marina, Watkins Glen</i>
25-30	National Governing Board <i>San Diego, CA</i>
28	Deadline for Drum Articles
29	Junior Sailing – Race #2 (1300) <i>Village Marina, Watkins Glen</i>

September

8	Squadron Cruise Aboard <i>True Love</i> (1730) <i>Village Marina, Watkins Glen</i>
11-13	Junior Sailing – Geneva Barge Race <i>Village Marina, Watkins Glen</i>
15	Bridge Meeting (1900) <i>Kingsley Residence</i>
19	Junior Sailing – Race #3 <i>Village Marina, Watkins Glen</i>
26	Junior Sailing – Race #4 <i>Village Marina, Watkins Glen</i>

October

13	Bridge Meeting (1900) <i>Location TBD</i>
TBD	Nominating Committee <i>Location TBD</i>
23	Deadline for Drum Articles
30-31	D/6 Fall Council <i>Newark, NY</i>

November

1	D/6 Fall Council <i>Newark, NY</i>
17	Bridge Meeting/CoW Planning (1900) <i>Location TBD</i>

December

***	No Bridge Meeting in December
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01	Nominating Committee <i>Location TBD</i>
18	Deadline for Drum Articles

January 2016

17	Change of Watch <i>Location TBD</i>
19	Bridge Meeting <i>Location TBD</i>

February

14-21	USPS Annual Meeting <i>Orlando, FL</i>
16	Bridge Meeting (1900) <i>TBD</i>
22	Deadline for Drum Articles

March

15	Bridge Meeting (1900) <i>TBD</i>
TBD	D/6 Spring Conference <i>TBD</i>

April

TBD	D/6 Sprint Council <i>TBD</i>
19	Bridge Meeting (1900) <i>TBD</i>
22	Deadline for Drum Articles

May

TBD	Junior Sailing Organizational/Kick-Off Meeting <i>Village Marina, Watkins Glen</i>
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June

TBD	D/6 Sprint Council <i>TBD</i>
24	Deadline for Drum Articles

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

<http://www.SenecaPowerSquadron.US>

or our Facebook page:

<http://facebook.com/SenecaPowerSquadron>

for any last-minute changes.