



THE DRUM



A Publication of the Seneca Sail & Power Squadron

In this issue...

From The Commander	1
From the Administrative Officer.....	2
From the Education Officer	3
Youth Committee Report	3
Upcoming Classes and Seminars...	4
Tricks for Estimating Distance & Position	4
Summer Squall Sailing Tactics.....	6
The Zen of Steering: Learning To Steer With A Soft Touch And A Quiet Helm	7
Sheriff, There's A Capsized Sailboat!	8
Coast Guard, State Authorities Warn Against Unsafe Boating.....	9
The Last Word	10
Calendar of Events	11

Report any errors or omissions to:
editor@SenecaPowerSquadron.US

From The Commander

By Mark Erway, AP

View From The Bridge

We are well into the season now and it has been pretty good so far (this is being written in the middle of June). The first outing with our Junior Sailors occurred on a very windy Saturday and got things off to a flying start. Lighting of the Harbor is a beautiful event when you get over on the public pier and look back over all the boats in the marina. I always hope that more and more people will light up their boats. Some of the contestants spent a few hours tricking their boats out and it showed. The “Strawberry Moon” was incredible and it made me want to just sit there and watch it all night long in that lazy, warm, night air.

Our squadron has a very full slate of activities taking place this summer mainly based on the planned courses our SEO, Tom Alley, has laid out. Junior Sailing is the overall busiest activity with a good roster of young folk and great support from others in the squadron. A special Junior Sailors voyage up through the canals to Lake Ontario, the St. Lawrence, and back will take place from June 26th through July 8th on board *Tomfoolery* and *Seek Ye First*. We recently completed Seamanship and now Sail is getting started, and we will soon offer a set of ABC classes on August 11th, 18th and 20th. Please help us promote it with flyers that we will make available.



Another big event coming up is the District Six Rendezvous during the weekend of July 15th-18th and we are trusting that there is comfort in numbers – and by that I mean, for those of us who haven’t yet made the transit from Watkins to Geneva and back, this is your opportunity. We will have many experienced sailors as part of the fleet, and whether you are power or sail, there will be companions to travel with, some games to play, some educational challenges to be met, and some new friends to make.

On Friday night of the weekend we are doing a fundraiser for Junior Sailing by hosting a Pork BBQ (catered by Hector BBQ) over at the Clute Park Pavilion from 1800-1900 hours (6 to 9 pm). Even if you aren’t making the transit, please come and support the squadron that way. You can even join us for the Saturday morning Kayak Kruise (guided tour into the Great Dismal Swamp), with your own kayak or rent one for \$25. Elsewhere in this issue will be a more details related to the events for the weekend. Not much time left until the Rendezvous, so if you haven’t registered, please register now and support your squadron.

I want to thank all of our members who volunteer their time and support to the various activities that go on throughout the year. Without your help these things simply could not take place, and we could not fulfill our reason for existence as an organization, which is to educate, associate, and serve. When our nominating committee or our education committee asks if you can help, I hope you take a moment to reflect on their request. A little bit of help from a lot of people keeps a few people from bearing most of the load. We're all part of the crew on this boat called Seneca Sail and Power and it sure does make a difference when we pull together.



Last February I purchased a brand new safety device called a **SIRIUS SOS C-1001 Electronic Distress Light** from

Weems and Plath at a cost of \$75. It is the only USCG approved device to replace hand held flares, AND it meets Vessel Safety Check requirements as well. So I was totally surprised when I tried to demonstrate how it works and it did NOT work. I've purchased three new C-cell batteries for it and it will glimmer and flicker and then fade out completely. Very disappointing and very surprising to say the least. I wonder what the manufacturer has to say? This points out the need to have working and redundant safety equipment on hand because you just never know. Skippers, it's your responsibility to check your gear over and make sure it is functional. At a critical time it would be horrible to assume that your safety equipment is in place and OK when it is not. With that said...

Have a good and safe summer.

Safe boating everyone,

- Cmdr. Mark
SV F5

cmdr@SenecaPowerSquadron.US

The Drum

*Published six times per year by the Seneca Sail and Power Squadron, a unit of the United States Power Squadrons. The opinions expressed in **The Drum** are those of the authors and do not necessarily represent those of the Power Squadrons, its officers, directors, or members.*

General Information

info@SenecaPowerSquadron.US

Commander

Mark Erway, AP

cmdr@senecapowersquadron.us

Executive Officer

[Position Vacant]

xo@senecapowersquadron.us

Administrative Officer

Rebecca Lewis

ao@senecapowersquadron.us

Education Officer

Thomas Alley, SN

seo@senecapowersquadron.us

Secretary

Karen Stewart

secretary@senecapowersquadron.us

Treasurer

Marcia Taylor

treasurer@senecapowersquadron.us

Assistant Education Officer

James McGinnis, AP

aseo@senecapowersquadron.us

Public Relations Officer

Howard Cabezas

pro@senecapowersquadron.us

Vessel Safety Check Chairman

Don Kloeber

vsc@senecapowersquadron.us

Web Site Administrator

Thomas Alley, SN

webmaster@senecapowersquadron.us

Youth Committee Co-Chairs

Katie Alley, P

katie@senecapowersquadron.us

Maggie MacBlane, S

maggie@senecapowersquadron.us

From the Administrative Officer

By Rebecca Lewis



I wanted to write you a quick note to say hello and to let everyone know that as of June 1st I made the decision to step down from my position as Administrative Officer of the Seneca Sail and Power

Squadron.

After carefully weighing which decision I should make, it became more and more clear that it was best for me and my family to step down from my position

allowing me to better focus on home, my work, and ensure I was maintaining a well balanced life.

Thank you for trusting me to hold the position of Administrative Officer. I have truly enjoyed the camaraderie. Taking part in each event with all of you was certainly most fun. I will miss seeing you on a regular basis and wish each of you well.

Continued success to The Seneca Sail and Power Squadron, especially the Seneca Junior Sailors who have been exceptional in their abilities.

Sincerely,
- Rebecca

From the Education Officer

By Tom Alley, SN



From an educational perspective, we're in "high season" here at Seneca. Our on-the-water program tends to concentrate many of our activities and efforts in the summer because

of our limited boating season. The upside of this is obvious: Our students get the most possible out of our classes because of the hands-on nature of our education. On the down side, our instructors wind up donating a good chunk of their personal on-the-water time to their students and instructors.

For this reason, I'd like to recognize all of our instructors who donate so much of their time. Without them our educational program would just be a neat idea and nothing more. I won't try to list everyone's name because I am certain to miss someone and I don't want to do that to these hard-working (hard-volunteering?) people!

Course Updates

I'm happy to announce that we have just completed another round of the Seamanship class with a relatively large group of 10 students. Exams will be sent in for grading as soon as we get them all

collected (two of them are on a boat somewhere in Lake Ontario with our advanced Junior Sailors). Results will be returned to us, usually within 4 weeks.

Junior Sailing

As I write this, I'm with four of our advanced Junior Sailing students on a 2-week cruise of Lake Ontario and the New York Canal System. So far we've had some really great sailing weather and some good experiences for everyone to share in the coming months. Check our future columns in our newsletter that our students will be sure to write and share.

On The Horizon

There's much more to be done. As you will see later in this newsletter, there are more classes that will be offered through the remainder of the summer, fall and winter. We also have a big, district-wide Rendezvous coming up in just a couple of weeks. They are a lot of fun and, like other things our Squadron does, much of it will occur *on the water* and *aboard our boats!* Don't miss it! It's another chance for you to get out onto the water with a fun group of similarly-minded people.

See you there!

- Tom

SEO@SenecaPowerSquadron.US

The Drum

Published six times per year by the Seneca Sail and Power Squadron, a unit of the United States Power Squadrons. The opinions expressed in **The Drum** are those of the authors and do not necessarily represent those of the Power Squadrons, its officers, directors, or members.

General Information

info@SenecaPowerSquadron.US

Commander

Mark Erway, AP

cmdr@senecapowersquadron.us

Executive Officer

[Position Vacant]

xo@senecapowersquadron.us

Administrative Officer

[Position Vacant]

ao@senecapowersquadron.us

Education Officer

Thomas Alley, SN

seo@senecapowersquadron.us

Secretary

Karen Stewart

secretary@senecapowersquadron.us

Treasurer

Marcia Taylor

treasurer@senecapowersquadron.us

Assistant Education Officer

James McGinnis, AP

aseo@senecapowersquadron.us

Public Relations Officer

Howard Cabezas

pro@senecapowersquadron.us

Vessel Safety Check Chairman

Don Kloeber

vsc@senecapowersquadron.us

Web Site Administrator

Thomas Alley, SN

webmaster@senecapowersquadron.us

Youth Committee Co-Chairs

Katie Alley, P

katie@senecapowersquadron.us

Maggie MacBlane, S

maggie@senecapowersquadron.us

Youth Committee Report

By Katie Alley, P & Maggie MacBlane, S

Another season has begun and the Junior sailors have not sunk anything substantial (yet)! On May 28th, orientation for Junior sailing took place. All returnees and new participants along with their parents were able to tour this year's boats in the program: *Tomfoolery*, *Seek Ye First*, *Tark*, *Brewster*, *F5* and *CZAR*. Everyone was able to learn what the summer has in store for them from our coaches: Tom Alley, Mike Crouse,

Denis Kingsley, Jim McGinnis, Jerry Tintz, Mark Erway, and Andrea Johnson.

During our first two sessions, Junior sailors started to become familiar with the boats by practicing putting sails on, docking, heading out on the water, sailing in light wind, tacking, jibing, and learning the general rules of the road. Students were able to take the

helm from time to time and perfect their sail trim.

What's to come: Junior sailors will become familiar with racing tactics in preparation for future competition in FLYC races and will eventually be able to operate the boat without assistance but with supervision from coaches. A trip to Lake Ontario, The Commodore's Cup, the USPS District 6 Rendezvous, and The Seneca Barge Race are all events experienced and confident Junior sailors are welcome to participate in this season to further explore the art of sailing.

As this article is being written, *Tomfoolery* and *Seek Ye First* are

underway in the Erie Canal, Lake Ontario bound with three Junior sailors along for the two-week journey. Henry Cabeza is aboard *Seek Ye First* and Katie Alley and Maggie MacBlane are aboard *Tomfoolery*. Isaac Thomas plans to join the crew of *Tomfoolery* later in the trip. With this said, the Junior Sailing season is certainly in full swing.

o o o o o

Joke of the Issue:

Q: Where do you take a sick boat?

A: The dock.

Another great joke:

A captain without his hat is just a tain.

o o o o o

Like us on Facebook:

Seneca Junior Sailing

Follow us on Instagram:

@senecajrsailing

Follow us on Twitter:

@senecajrsailing

Upcoming Classes and Seminars

By Seneca Squadron Education Department

Sail

An intensive 9-week class to cover the theory and practice of sailing. Students will spend 3 weeks in the classroom followed by 5 weeks aboard various sailboats. After a review session, there will be a final exam at the end of the course.

- **When:** July / August / September
- **Where:** Watkins Glen Village Marina.
- **Instructors:** Tom Alley & Jim Morris
- **Cost:** \$75 (members)
- **Registration Deadline:** Jun 8th

Junior Navigation

The Junior Navigation course is the USPS's introduction to celestial navigation.

Part of this course involves a fair amount of field work to collect observations of

the sun. In the past, this work was delayed until the end of the course, but this has proven to be impractical. As such, we will begin the course with the field work required to build a sight folder in preparation for the classroom portion of the course. We will focus on collecting the sights necessary while the weather is still conducive to outdoor work.

We will meet at the Watkins Glen Village Marina where we can go out and take sights from various boats so that everyone can learn the proper techniques for handling a sextant and for collecting the sights needed in the course.

- **When:** Sight-taking sessions begin in July. Classroom sessions begin this Fall.
- **Where:** Village Marina, Watkins Glen
- **Instructors:** Tom Alley and Jim Morris.
- **Cost:** \$150 (new students), Free for returning students.

Questions? Contact Tom Alley (see e-mail address below).

o o o o o

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!)

o o o o o

If there is a particular course you are interested in taking that isn't listed here, please contact Tom Alley, the Squadron Education Officer, with your request:

SEO@SenecaPowerSquadron.US

Tricks for Estimating Distance & Position

By Pierce Hoover, Illustrated by Tim Barker

Some tried-and-true ways to estimate position without electronics.

Estimating Your Position

How far are we from shore? In the GPS age, that's an easy question to

answer. But long before there were electronics, experienced mariners had a sea bag full of simple tricks to help estimate their distance and position

relative to a given shoreline. You may never need these tricks — unless the GPS goes out — but they are fun to practice and might impress your shipmates.

Bearings Fix

With just a chart and a compass, you can get a pretty good fix on your position. Using the center of the compass (your heading) as the first reference point, find a conspicuous landmark on shore as the second (lighthouse) (A). With one eye, follow the sight line from compass center to the landmark, making note of the numeric bearing it intersects on the outer edge of the compass.

Repeat the process with a second landmark (water tower) (B). At this point, you'll have two sets of bearings: say 270 degrees to the old lighthouse and 330 to the water tower.

Now figure reciprocal bearing (the number on the opposite side of the compass) for each of these. For bearings more than 180 degrees, subtract 180; for less, add 180. (You'd be 90 degrees off of the old lighthouse and 150 from the water tower.) Get out your chart and parallel rules, and using the compass rose, draw bearing lines outward from the landmarks. Your estimated position is where these lines intersect (C).

Eye Blink

An age-old trick for figuring one's distance from shore requires nothing more than your upraised hand. Pick a landmark on shore and extend your arm with one finger raised. Close one eye and cover the landmark with your finger. Now switch eyes and note that

the finger jumps to another point on the horizon.

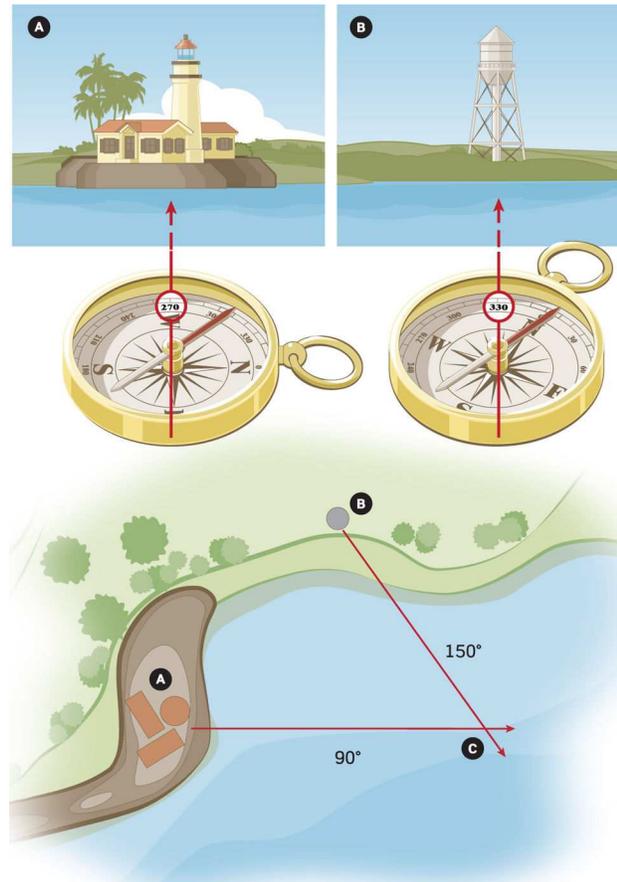
It just so happens that the distance from your eyes to your outstretched finger is 10 times the distance between your two eyes. Without going into the geometry behind this fact, suffice it to say that distance between two objects measured using the "eye blink" method will be one-tenth your distance from those objects. Multiply that eye-blink distance by 10 and you'll know how far from shore you are.

For example, if your finger begins over a beachfront condo and jumps to a utility pole, you might estimate that the finger jumps five building lengths between condo and pole. If the building looks to be 100 feet long, the "jumped" distance would be 500 feet. Multiply that by 10 to estimate that you are 5,000 feet offshore — just shy of a mile.

Horizon Height

When you're too far from shore to use individual landmarks, you can still calculate distances using horizon height. If sitting at the helm of a small boat (eyes about four feet off the water), the shoreline will first appear when you're around 2.3 miles offshore. Make that 3.5 miles if you're standing at a helm a couple of feet above waterline, and around 4.5 miles if you're up on the flybridge.

Remember, this is just the distance to the water's edge. Tall objects such as towers or hills would change the equation. An easy example would be a 100-foot-tall lighthouse. In clear weather, a skipper seated at the helm



of a small boat would be 14 miles away when the top of that structure comes into view.

Knowing these simple, traditional mariner's tricks may impress your boating buddies, but more important, in an emergency situation, they allow you to approximate your position without being totally reliant on that GPS

o o o o o

From BOATING MAGAZINE
website - <http://www.boatingmag.com>

Summer Squall Sailing Tactics

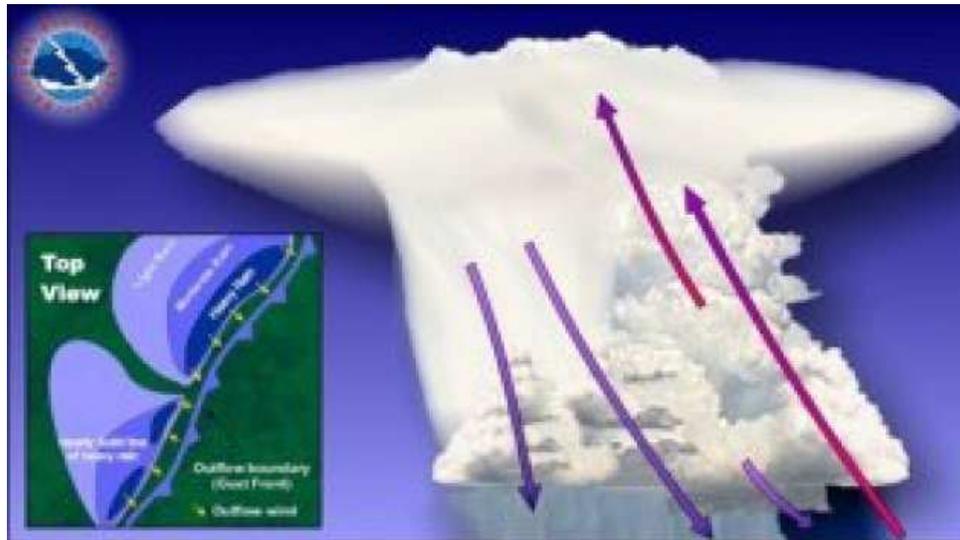
Darrell Nicholson (<http://www.practical-sailor.com/blog>)

Waterspouts often accompany squalls. This one was moving to the left of the frame. The usual advice is to take bearings and sail or motor 90-degrees to the direction it is moving.

The danger in running before the squall (or tacking downwind, a tactic sometimes employed by Transpac racers) is the inevitable wind shift that can cause an accidental jibe. Since squalls are usually short lived, with the strongest winds lasting less than 20 minutes, simply reducing sail to a safe configuration and motoring through is a less taxing approach. What is a "safe" configuration? Gusts much over 40 knots are not common, but some devastating downbursts in excess of 50 knots can occur in volatile areas. (The fatal squall line that struck the fleet in the [2011 Chicago-Mac race](#) is a good example). While cruising, I often with a single- or double-reefed main and a ready hand on the tiller, but dropping all sail and motoring makes sense when a particularly nasty squall line threatens.

While every squall is different, there are a few rules of thumb that can help guide your decision-making process. The following bits are culled from my own experience and a couple of weather books I've found helpful over the years, Bill Biewenga's "[Weather for Sailors](#)," and David Burch's "[Modern Marine Weather](#)." Burch's book has some handy illustrations showing the direction of wind flow around a typical squall. I'd be interested in learning the titles of other books that cover squall tactics in detail—most seem preoccupied with hurricanes and winter gales, storms that the average sailor rarely encounters.

If you are the type who benefits from seminars, look for those offered by former NOAA forecaster Lee Chesneau (www.marineweatherbylee.com), author of "Heavy Weather Avoidance."



The strongest wind gusts will be at the leading edge of the squall line, with the highest increased winds often arriving before the rain.

Squall Tips

Keep in mind, there are plenty of exceptions to these rules of thumb—but as Burch puts it, you have to start somewhere.

1. Taller clouds generally bring more wind.
2. Flat tops or "boiling" tops can bring brisk wind speeds and sudden wind shifts.
3. Slanted rain generally indicates there is wind. Squalls often move in the direction of (or sideways to) the slant, so don't assume the cloud is "dragging" the rain behind it, as it might appear.
4. Track cloud/storm movement by taking bearings on the center of the storm (not the edges).
5. Watch for whitecaps below the clouds, indicating strong gusts.
6. "Tilted" clouds often bring wind.
7. The first gust, usually a cool downburst, can strike one-to-two

miles before the cloud is overhead, and before the rain starts, so reduce sail early.

8. The strongest gusts and the increased wind accompanying the squall generally blow in the direction of the cloud movement, i.e. outward from the "front" of the cloud. However, increased wind blows outward from all sides of the cloud.
9. Squalls do not necessarily come from the direction of the mean ambient wind, so squalls to weather are not the ones to worry about. It is the ones to the right of the true wind, about 30 degrees, that are headed toward you (i.e. if a southerly wind is blowing, it is the squalls to the southwest to watch for).
10. The strongest wind comes with or just before the light first rain. If the squall arrives already raining hard, the worst winds are usually past, but strong gusty winds are still possible.
11. Behind any squall is a unnerving calm.
12. If you are faced with a number of successive squalls, they will often follow a predictable pattern,

allowing you to fine-tune your tactics.

13. If you plan to bathe in the downpour, go easy on the

shampoo—you might not get enough rain for a rinse.

The Zen of Steering: Learning To Steer With A Soft Touch And A Quiet Helm

Jeff Bander



Ever notice that when some sailors have the helm the wheel is constantly being moved in big arcs, being turned all the way this way and all the way that way, jittery and never settling. But, with other sailors the wheel is quiet and barely moves yet the boat easily maintains course. What's going on... why the difference?

Part of the challenge is that we're accustomed to car steering wheels where large turning movements are common and we tend to approach the sailboat's helm in the same way. Also, because it seems that we have less control over a boat than a car, we think a great deal of helm input is needed.

Often, IT'S NOT!

FINDING THE GROOVE

When the sailor finds the groove the helm becomes quiet and sailing becomes effortless. It's the magic of sailing, I think. But a jittery helm is the enemy of this graceful outcome and even slows the boat down. So how do you get to the Zen of steering, with Seneca Sail & Power Squadron

a soft touch and a quiet helm? Here's an exercise that may help you.

A. First, get out there on a day with some good, gusty wind:

1. Sail close hauled with the sails set accordingly.
2. Next, fine-tune sail-trim to get the boat balanced. This is key. If you don't know how, seek guidance.
3. Stand behind the wheel with an easy, balanced posture, holding the helm with a soft grip, placing your hands in the classic "10 and 2" position. You'll feel "weather-helm" on the wheel, a designed-in twisting force trying to turn the boat into the wind.
4. You'll have to hold the center-point of the wheel about 7 degrees to leeward to resist this wind-seeking force and this "holding-pressure" helps you feel the force of the water on the rudder.

You're beginning to feel the groove

B. Begin to think of the helm as a pressure-wheel instead of a steering wheel. Your aim is to hold and ease pressure:

1. Direct your awareness to your hands on the wheel and feel the pressure of the water against the rudder.
2. Keep that pressure steady, making very slow, very small movements to hold course.
3. As the wind strengthens slowly add leeward pressure to prevent the boat from turning into the wind.
4. As the wind eases, slowly relax pressure to prevent the boat from falling off.

5. Put all your thought into your hands and for two minutes steer only by the feel in your hands.

C. Now, direct your attention to the soles of your feet. You'll feel the heel of the boat:

1. Practice holding course, relying only on feedback from your feet and ankles.
2. As the heel increases add pressure and as the heel relaxes, ease pressure.
3. Steer for two minutes guided only by the angle of your feet.

D. Next, open your ears to the sound of the wind, the water and the sails:

1. As you hear the wind gust add a bit more helm pressure and as the winds subside back off slightly.
2. Listen for the sounds of the sails. A fluttering sound means you're sailing too close to the wind. Fall off slightly until the sails quiet.
3. Listen to the sound of the water against the hull, maintaining the sound that corresponds to close-hauled sailing.
4. Sail for two minutes guided only by your ears.

E. Do it all again; steer guided by your hands, your feet, your ears:

1. Take your time.
2. Next, take a compass heading. You'll need this in a moment.

F. Now.....close your eyes

1. Slowly count to 5 and hold your course relying on all your sharpened senses.

2. Open your eyes and read your compass heading again. Did you hold course?
3. Close your eyes and do it again. Five seconds only. And again. And again. And again.
4. When five seconds feels okay, close your eyes and count to ten. How does it feel? Did you hold heading?
5. Feel the groove

SAILING WITH SHARPENED SENSES

As you practice sailing with your newly sharpened senses you'll find that your helming will settle down, the jerky motions will subside and your sailing intuition will grow.

Instead of forcing the bow to turn by moving the wheel, you'll hold the

pressure that allows the boat to self-correct and maintain course. In time, you'll find that you'll barely move the wheel and without a conscious thought the boat will hold course. And sail faster too.

THAT'S SAILING!

Sheriff, There's A Capsized Sailboat!

Kathryn Alley, P

On a hot, but gusty, Saturday afternoon this June, the Watkins Glen police department received a report of a capsized sailboat near the Tiki Bar from a car traveling alongside Seneca Lake on Route 14. The report stated that a sailboat had capsized but "came back up", that people were likely in the water, and that the boat was sailing back to the Village Marina under one sail.

Meanwhile, the crew of *Tomfoolery* was enjoying what was considered to be perfect Alberg 35 weather during FLYC Race #1. *Tomfoolery* was heeled over just far enough that water was splashing onto the side deck. The winds of approximately 25 knots had forced the other three competitors to drop out of the race. Once it was apparent *Tomfoolery* would receive an automatic victory simply for finishing race, the crew decided to drop the mainsail to relieve some of the stress on the rigging and the mainsail's track. Even after doing so, *Tomfoolery* continued to move at a steady 6 knots under a working jib that is considerably smaller than usual. Captain Tom and Junior sailors Katie, Maggie, and Isaac, thought the whole day was really fantastic, to say the least.

Once docked back in the marina, *Tomfoolery* received a phone call from Captain Terry Stewart aboard the tour boat *Remedy*, telling the news of the report. The crew was told to check the marina and make sure no boat was missing. After looking around and communicating with dock neighbors,

it was determined that all of the racers had returned to the marina safely, in addition to two other recreational sailors that afternoon. *Remedy* returned without any sighting of people or debris in the water.

The thought of a boat from our marina sinking during what was a pleasurable race for *Tomfoolery* was quite terrifying, actually. However, everyone was able to conclude that the passing car had seen *Tomfoolery* heeled over far and mistook it for capsizing. After that ending, the whole situation became more amusing than anything.

The Power Squadron's job is to teach. The people in the passing car obviously were not very educated on sailboats. Let's make a distinction here:

This is a capsized sailboat:



Source:

http://www.tgg-leer.de/angebote/segeln/steinhude_2006/aufrichten1_600.jpg

This is a sailboat heeled over:



Source: The crew of *No Worries* (Taken the day of this situation)

While everyone should be appreciative of those strangers' cautiousness and concern for sailors, there is clearly a distinct difference.

On day-sailors such as Sunfish or Lasers, capsizing is not uncommon or much of a danger. In fact, passengers should be prepared to get wet. But on a boat like an Alberg 35, capsizing is very unlikely, thanks to its 5,300 lbs. lead ballast, especially on a relatively small and calm lake like Seneca. If an Alberg 35 capsized and did not sink, it is likely it would right itself again (but not without taking on some water).

An Alberg 35 can heel at an angle of 30 degrees. Almost every guest on *Tomfoolery* who is not familiar with sailing asks, "are we going to tip over?" when the boat begins to heel even in only moderately exciting winds. The answer is a confident "no". We want to heel over. Heeling is a good thing. Multiple times on

Tomfoolery Captain has ordered passengers to sit on the leeward side of the boat in order to help the heeling force a bit and maybe even gain boat speed.

Many people also do not know that, with the exception of smaller boats without weighted keels, like Sunfish and Lasers, it is typically waves that capsize sailboats, not wind. When a sailboat heels over, the vertical sail area presented to the wind is reduced. A large wave can roll a sailboat right over onto its side. However, sizable waves on Seneca are a rare occurrence. Waves of only 3 feet or more are considered large for Seneca, and a wave that size could not knock a boat like an Alberg 35 over. In fact,

Albergs are considered fit for ocean cruising, where there would be far more sizable waves.

In conclusion, you probably are never going to capsize a sizable sailboat on Seneca Lake. The keel is certainly on a sailor's side. There are steps you can take to avoid capsizing if a real risk is present, though. Do not go out in bad weather; always check the forecast before leaving the marina. Only go out in winds (and waves) you feel confident enough to handle. Carry out regular maintenance on your rigging. Do not store all of your significantly heavy equipment on one side of your boat and keep most of the weight lower in the boat. Reef your sails in heavy winds when your boat heels

more than necessary without any speed benefit; do not overpower your boat. Do not jibe in heavy winds, as a gust at the wrong time could cause a boat to heel more than anyone would feel comfortable, in addition to placing too much stress on rigging and equipment. If heeling makes you nervous, do the opposite of what the crew of *Tomfoolery* does, and order people to sit on the windward side of the boat. And finally, remember to always wear your PFD, because if your boat were to capsize, this device would be your best friend. Remember, it is okay to get your side deck wet, but your and your crew's comfort level is most important.

Coast Guard, State Authorities Warn Against Unsafe Boating

From the United States Coast Guard E-mail Blast

SOUTH PORTLAND, Maine – As New England summer recreational boating increases, the Coast Guard and state authorities are ramping up boating safety education efforts to reduce preventable accidents on the water.

“As we head into the Fourth of July weekend - traditionally a very heavy recreational boating period - it's imperative that boaters remember to balance fun with responsibility,” said Coast Guard Capt. Michael Baroody, commander Sector Northern New England.

Already in 2016, there have been 18 fatalities in New England waters. Of those, 14 involved victims who were not wearing life jackets. More than half occurred in Northern New England which includes the coastal waterways of Maine, New Hampshire, and Lake Champlain in Vermont and New York.

“The fatalities that have already occurred on Maine waters this year are tragic reminders that boaters must take all safety precautions every time they

head out,” said Colonel Jonathan B. Cornish of the Maine Marine Patrol.

“Maine's coast provides tremendous recreational opportunities but we strongly encourage boaters to think ‘safety first’ so they can enjoy lasting memories of a great time on the water,” said Cornish.

And while the opportunities are tremendous, the terrain is treacherous.

“Northern New England has an extremely challenging and complex operating environment,” said Baroody.

In addition to the environment, Baroody said a lack of planning also presents unique challenges.

“Unprepared boaters make it more difficult for the Coast Guard and other response agencies to locate and assist them if they are in distress.”

Authorities urge boaters to follow these best practices to ensure a fun day on the water and safe return to land:

- Always wear a life jacket when on the water, and ensure those with you were a life jacket. For more information on life jacket

safety, visit the National Safe Boating website at

<http://www.safeboatingcampaign.com>.

- Boat Sober! Preferably, no one aboard will consume alcohol while underway. However, if consuming alcohol, drink responsibly while boating and use a designated (non-drinking) experienced boat operator.
- Dress for the water temperature, not the air temperature. Cold water temperature in the region - even during summer months - poses a substantial risk to even the most prepared boaters. Wear layers if boating in cooler weather, and bring an extra set of clothes in case you get wet. If using paddle craft, consider the use of a wetsuit.
- Check for the latest marine weather forecast, including the water temperature, prior to departure and regularly obtain weather updates throughout your trip. Weather can change very rapidly, especially when on the water.
- Have multiple means of communication, especially a VHF

radio. Cell phones (with full battery and a charger), satellite phones, emergency position indicating radio beacons (EPIRBs), and personal locator beacons (PLBs) call also all contribute in an emergency situation.

- Ensure all safety equipment works prior to departure. This includes checking fire extinguishers, expiration dates on flares, and ensuring a working hand-held radio and sound producing device (horn or whistle)

- File a float plan to include details about your trip at <http://www.safeboatingcouncil.org/>.
- Ensure that your deployable flotation device (such as a life ring) remains accessible at all times.
- Know your vessel’s weight and passenger capacity and never exceed it.
- Know and follow the navigational rules of the road.
- Don’t panic if you fall into the water. Stay afloat with the help of your life jacket and regain

control of your breathing. Stay with your vessel if at all possible.

- Prepare your boat and schedule a free Vessel Safety Check with your local U.S. Coast Guard Auxiliary.

For additional information on other boating safety resources please visit www.uscgboating.org.

o o o o o

Date: Jul 1, 2016
U.S. Coast Guard
 Contact: [1st Coast Guard District](http://www.uscgboating.org)
 Office: (617) 223-8515

The Last Word

By Tom Alley, SN



One of the miracles of technology is that it can enable you to work from almost anywhere. On the flip side, one of the plagues of technology is that it can

enslave you to working from just about anywhere.

As I finish up this latest issue of *The Drum*, I am aboard my Alberg 35 sloop at our anchorage just northwest of Eagle Island in Sodus Bay, NY.

This cruise highlights the challenges of planning a successful voyage. On the one hand, there is the school of thought that defines “adventure” as “the result of

inadequate planning and preparation.” On the other hand, there is the entrenched encampment that preaches, “Go! Or else you’ll never be ready to leave.”

Finally, there is a definition that helps bring these opposing points of view into perspective. A “boat” is often defined as “a collection of compromises.” As such, voyages need to be treated with a similar mindset. We don’t want to be wreckless, but at the same time we don’t want to spend forever preparing for circumstances we will never encounter. Instead, we should be taking reasonable steps to protect ourselves from common risks.

In the end, the calendar will draw the proverbial line in the sand and we will either depart with some (many?) items left undone on our list (hoping we

finished the right tasks) or we will stay firmly tied to the dock and be forever preparing for a trip that will never occur.

In our case, we lived up to a quote I saw in *Good Old Boat* magazine from one of its editors: “The point of going is to be gone!” We did what we could and we left, and now here we are – underway and enjoying every minute! We’ll let you know what happens in the next issue!

- Tom

o o o o o

As always, send your thoughts about this newsletter to:

editor@SenecaPowerSquadron.US.

Calendar of Events

July 2016

-
- 1 Seneca Drum July issue publication.
 1-2 Tall Ships - Toronto
<http://www.sailtraining.org/tallships/2016greatlakes/TSC2016index.php>
 8 Sail Class Begins
Village Marina, Watkins Glen
 9 Junior Sailing (1000)
Village Marina, Watkins Glen
 12 Bridge Meeting (1900)
TBD
 15-18 D/6 2016 Rendezvous
Watkins Glen, Geneva, Cayuga, Ithaca
 23 Commodore's Cup Race (Junior Sailing, 0900)
Village Marina, Watkins Glen

August 2016

-
- TBD Junior Navigation class starts.
Village Marina, Watkins Glen
 6 Junior Sailing (1000)
Village Marina, Watkins Glen
 11 Youth ABC Classroom Session #1 (1900)
Watkins Glen Yacht Club
 13 Junior Sailing, Race #1 (1300)
Village Marina, Watkins Glen
 16 Bridge Meeting (1900)
TBD
 18 Youth ABC Classroom Session #2 (1900)
Watkins Glen Yacht Club
 20 Youth ABC On-The-Water & Final Exam (0900)
Village Marina & Watkins Glen Yacht Club
 22 Deadline for Drum Articles
 27 Junior Sailing, Race #2 (1300)
Village Marina, Watkins Glen

September 2016

-
- 1 Seneca Drum September issue publication.
 8-11 Tall Ships - Erie, PA
 9-11 Seneca Barge Race (Junior Sailing)
Seneca Yacht Club, Geneva, NY
 17 Junior Sailing, Race #3 (1300)
Village Marina, Watkins Glen
 17-18 Tall Ships - Brockville, Ontario
 20 Bridge Meeting (1900)
TBD
 24 Junior Sailing, Race #4 (1300)
Village Marina, Watkins Glen

October 2016

-
- 18 Bridge Meeting (1900)

TBD

- 24 Deadline for Drum Articles

November 2016

-
- 1 Seneca Drum November issue publication.
 15 Bridge Meeting (1900)
TBD

December 2016

-
- 19 Deadline for Drum Articles

January 2017

-
- 1 Seneca Drum January issue publication.
 TBA Change of Watch (1300)
 TBA Bridge Meeting (1900)

February 2017

-
- TBA USPS Annual Meeting
Orlando, FL
 TBA Bridge Meeting (1900)
 TBA Deadline for Drum Articles

March 2017

-
- 1 Seneca Drum March issue publication.
 TBA Bridge Meeting (1900)

April 2017

-
- TBA Junior Sailing 2017 Organizational Meeting
 TBA Bridge Meeting (1900)
 25 Deadline for Drum Articles

May 2017

-
- TBA Junior Sailing Organizational/Kick-Off Meeting
 TBA Bridge Meeting (1900)
 TBA Safe Boating Week
 26 Deadline for Drum Articles

June 2017

-
- TBA Junior Sailing Organizational/Kick-Off Meeting
 TBA Bridge Meeting (1900)
 26 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.

2016 District Six Commander's Rendezvous



Friday July 15, Saturday July 16, Sunday July 17
Watkins to Geneva to Watkins



Registration Form

Please submit by 7 JULY - \$5.00 late fee

The Seneca Sail & Power Squadron and D/6 Commander Bill Herrick welcome you to Watkins Glen on Seneca Lake in the beautiful Finger Lakes region! Boasting acclaimed attractions such as Watkins Glen International; Watkins Glen State Park; the 40+ wineries, craft breweries, and distilleries which dot the hillsides surrounding Seneca Lake; the Finger Lakes National Forest; the Farm Sanctuary; 44 waterfalls, and so much more. A new adventure awaits at every turn...

Last Name _____ First Name _____

Others with you/ children (age) _____

Street Address _____ Email _____

City, State, Zip _____ Cell Phone: _____

Home Squadron (or Club) _____

If you are joining the fleet, please fill out the following:

Boat Year/Make _____ Name _____

Power/Sail Length _____ Beam _____ Draft _____ Cruising Speed _____ Radio Yes/No GPS Yes/No

If you are coming by car, do you need a ride in a boat? Yes / No How many _____

If you are coming by boat can you take people out? Yes / No How many _____

Accommodations

Watkins Glen Yacht Club

Offers 6 Slips, powerboats ONLY due to low bridge with 30 amp service.
Contact Merrill Sproul 607-562-3334 to make a reservation.

Village Marina - limited first come first serve slips

TRANSIENT DOCK (UP TO 30 FT) with 30 amp electric (50 amp add'l \$10.00)

Rates: Per Hour : \$ 4.00 / Per Day: \$ 40.00

Dock Master John Chesboro (607) 624-6886

Vehicle/Trailer parking on grounds of the Community Center (across the street from Clute Park)

www.watkinsglen.us/community-center

Misc.

Hotels and Motels are first come first serve basis

Lodging arrangements are to be made by each individual attending.

Air BnB www.airbnb.com

Our local Chamber <http://www.watkinsglenchamber.com/lodging>

Events

Friday

1800-2100 Seneca Lakeside BBQ

\$15.00 per person X _____ # attending = \$_____

Catered by: Hector BBQ Company, one of the area's finest!

Location: Clute Park Pavilion, Watkins Glen

Menu: BBQ Pork, Cole Slaw, Baked Beans, Lemonade, Ice Tea & Fixin's

***Tickets need to be purchased in advance -
Please make check out to: Seneca Sail & Power Squadron (memo line "BBQ")
and send in with this form***

Saturday

0700 Kayak from Village Marina, 'Summitt to Stream Adventures' is offering a 7am Kayak Tour for \$25.00pp including tour guide for one hour. If folks have their own kayak, they may join the tour for free. :) <http://summittostream.com>
Contact Junior Katie Alley 607-562-3909/Instagram katiethealleycat

0800 Meet Up for Coffee and Danish at Village Marina, Watkins Glen.

0900 Skippers Meeting - Village Marina flagpole. Captain Tom Alley will have handouts with chart/GPS/contact information and instructions for the day's activities

Mid-Day Rainbow Cove Stop - lunch available first come, first serve
Miles Winery - Short steep walk to cafe and winery.
Showboat Motel

1800 Shore-side Gathering or Raft-Up

Evening Overnight in Geneva -
Options - Public Docks; Anchor Out; Stiver's Marine (315) 789-5520

Sunday

Unstructured. Return to Watkins, or those that want to can 'lock thru' to Cayuga can do so.

Attractions:

The following attractions are located within driving distance:

Finger Lakes Wine Fest on Friday to Sunday. www.flwinefest.com

Watkins Glen State Park

Finger Lakes Boating Museum - 8231 Pleasant Valley Rd. Hammondsport (607) 569-2222

Numerous Wineries

To register for the even and/or to pay for the Friday night BBQ, please return completed form by July 7 to:

Seneca Sail and Power Squadron
C/O Cdr Mark Erway
P.O. Box 310
Breesport, NY 14816

OR - Save this form as a PDF, fill it out and send to cmdr@SenecaPowerSquadron.US