



THE DRUM



A Publication of the Seneca Sail & Power Squadron

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From The Commander

By Mark Erway, AP

View From The Bridge

As I write this I am in Oxford, Maryland, at the Hinckley Boat Yard, on Chesapeake Bay and am surrounded by gorgeous Hinckley sail and power vessels with glistening deep blue hulls and bright-work that has no equal. The harbor is gorgeous; the town is a small piece of history, tucked away for safe keeping, speed limit 25 and no one exceeds the speed limit. Yard workers quietly go about their business through the day. On top of the boom crane is a nesting pair of ospreys that loudly call to one another. White jellyfish slowly pulse by on their quest for food. The pilings are all topped with a copper hat and the tide gently rises and falls in its natural rhythm. In short, this is a remarkable place. This is a little slice of heaven.

BUT, there is a separate reality to this placid scene. If you remember the song from the 60's called, "They're Coming to Take Me Away" then you will know my mindset amid this scenery, because I am sitting aboard a 1963 Alberg 35 in slip D17 and wondering how on earth did I manage to purchase this boat, and now I'm thinking of all the details required to transport her north. Oh, the joys of owning a B.O.A.T.

When I talked with Guy about getting a slip, the first words out of his mouth were, "How many boats have you owned since we've met?" Yes, those of you who know me know that there's been quite a turnover – a CAL-25, a Hunter



28.5 and an O'Day 272E, just since 2011. At one point last year, it seemed as though boat ownership had become a thing of the past and I thought I'd sworn off boat ownership forever, but somehow things changed. Reflecting on the situation, perhaps it's time for a new public service organization to start, or you might call it a new outreach mission, one where you introduce yourself to the attendees by saying, "Hi, my name is Mark, and I'm an aqua-holic." The saga is still unfolding and it may be the middle or end of July before "Weeble" (yes, that's her name) splashes in fresh water. We're keeping our fingers crossed and looking forward to new adventures.

It seems like Annie and I have been away forever and it is good to be back home. As most of you know our Bridge is missing people to fill vital positions that keep us going. Many thanks to Charlie Fausold for temporarily stepping in to fill the XO position and lead the last two meetings; and to Ray Margeson for filling in for the AO duties. We're still in need of someone for Secretary. Serving your squadron is a privilege that helps us continue to bring excellent boating education to our region. We are the premier

recreational boating education organization and we need everybody's help to keep it going. We have a great Seaman-ship class going on and Junior Sailing is well underway with some new faces and new members this year. Plans are coming together for their Lake Ontario cruise as they keep a close eye on the high-water problems up north. But these programs can only continue if you, our regular members, find the time to serve on the Bridge to keeping us moving. So please, if you are asked to serve, kindly give it some serious consideration. One of the reasons you don't see much other squadron activity besides the classes is that we don't have enough people involvement to pull it off. Simply put, we need your help and will do our best to not over-burden you in the process.

Remember to get your Vessel Safety Check – it's free, it doesn't take long, it's U.S. Coast Guard approved, and it's not legally binding (in other words, there's no penalty or risk if a boat doesn't pass), but it's a major benefit to you, the skipper of your boat, to know that you at least meet minimum federal and state requirements. Please ask Charlie Fausold, Ray Margeson, Jim McGinnis or me, in the Watkins area, or Don Kloeber in the Sampson State Park area, and we'd be very happy to spend a half an hour helping you learn even more about your boat.

Speaking of new faces, I'd like to extend a warm Seneca Sail and Power welcome to this year's new members:

In January - Matt Spigelmyer, Glynn Hornberger, Ruble Grayson of Spring Mills, PA (Matt and Glynn are in Slip #328, so please stop by and say hello whenever they are at their Seneca Lake "home".)

In February - Mike and Christine Brazil of Painted Post and Christa Wolf of Burdett.

In April - Phil and Judy Cherry of Watkins Glen.

In May - Ted Carleton, Connie Miller, Jade Saptura (apprentice) and Robin Zimba (apprentice), all of Watkins Glen.

- Mark, *SV Weeble*

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From the (Acting) Executive Officer

By *Charlie Fausold, SN-IN*



As we splash our boats at the beginning of another boating season, it is always good practice

to have a Vessel Safety Check from a qualified USPS Vessel Examiner. You may be thinking, "Why bother? I just had a VSC last year." Or, "I'm an experienced skipper and I am sure my boat is legal."

That may be true, but things change: bulbs burn out; flares expire; First Aid kit contents get old; safety items get misplaced over the course of a season, wear and tear happens! I have been giving Vessel Safety Checks for several years now, and I have yet to do one where there wasn't a missing required element or at the very least a "best practice" worthy of discussion.

I have met some very self-assured skippers who were more than a little chagrined to discover that their boat was not as ship-shape as they thought. One ex-

The Drum

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ample is a neighbor who had just purchased a new run-about. When we went to check the lights, he could not find the stern light, which was on a removable staff. After a few days of investigation, it turned out to have been tucked up under the gunwale in a bracket. Had that skipper been caught out on the lake after

dusk, he and his passengers would have presented a serious hazard to themselves and other boaters.

So, do yourselves, your families, and your fellow boaters a favor and contact Don Kloeber, Ray Margeson, Mark Erway, Jim McGinnis or me for a Vessel

Safety Check. It's free, painless, and you'll be glad you did!

- Charlie

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From the Education Officer

By Jim McGinnis, AP



The Education Department has been very active this year. Ray Margeson and Charlie Fausold did a great job teaching Piloting in February and March this year at the Watkins Glen Public

Library. Tom Alley and I assisted on several nights so that we were close to a 2:1 instructor to student ratio. Our SSPS Commander, Mark Erway, also stopped by to review the proceedings. I believe that is where he caught the rare but highly contagious "Alberg" bug. The classic lines which evidence the disease will be seen in the marina more and more often if Guy will cooperate with the inevitable. (See the silhouette at the end of Dock 1.) Regardless, the Library location worked out well for the Piloting class as we were able to use the Board Room for most of the classes on our schedule.

Seamanship kicked off May 15th and has 11 students heading toward the exam this

week. We have completed all the classroom sessions and now have just one more "on the water" class. The OTW section is on 2 sailboats (Thank you to Tom Alley - *Tomfoolery* and Denis Kingsley - *Tark*) and one powerboat. It is being taught this time by Dave Dawson-Elli, Tom Alley and me. The focus of the OTW is Boating Safety, Aids to Navigation, Rules of the Road, Man Overboard, Knot Tying, Anchoring and Docking. The confidence building in these sailors through the classroom work and OTW hands-on practice is great to see.

ABC class is scheduled for August again this year and will be held on 8/10, 8/17, and 8/19 at the Watkins Glen Yacht Club. The course is oriented toward the youth of our area but anyone is welcome to attend. It includes all the basics on boater safety and many of the topics for the Seamanship class are introduced in ABC. We also have an On the Water session of the class designed to provide a solid hands-on for our entry level students. If you know of anyone young (>9) or old that could be interested in taking ABC please give them my name and email address. Anyone wishing to operate a boat and born after May 1st,

1996 must have a Boater Safety Class in New York State. Our ABC class qualifies boaters for the requirement. Our two "senior" Junior Sailors; Katie Alley and Maggie MacBlane have been key instructors for several portions of the ABC class. As they are heading to college this year, I hope to engage several new instructors to train this year and to teach next year. Ken Mansfield who completed Piloting earlier this year, will also be joining the team teaching ABC this summer.

Fred Seip, a 2015 ABC Student of ours in SSPS, pulled into the marina with his wife and a Hunter 31 sloop on Sunday, 6/18, around noon. They have had their boat on Lake Erie for the past year, traveling to the boat on weekends. He and his wife just made the journey back through the canal system to Watkins Glen Marina. They are on Dock 2 now! Race Skippers, Fred is looking to crew some races this summer with the FLYC. Great to see SSPS Students putting their education to work.

- Jim

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Long-Term Class Schedule

Seneca Education Department

Courses	2017	2018	2019	2020	2021	2022
Public	ABC	ABC	ABC	ABC	ABC	ABC
Basic	Seamanship	Sail	Seamanship	Sail	Seamanship	Sail
Advanced Level	Piloting	Advanced Piloting	Piloting	Advanced Piloting	Piloting	Advanced Piloting
Senior Level		Junior Navigation		Navigation		Junior Navigation
Electives	Marine Comm.	Engine Maint.	Cruise Planning	Marine Electronics	Electronic Navigation	Instructor Training
Seminars	Partner in Cmd.	Anchoring	GPS Nav	Power Boating	Paddle Smart	Trailing and Docking
Self Study	Any Class	Any Class	Any Class	Any Class	Any Class	Any Class

Youth Committee Report

By Katie Alley, P



Summer has officially begun for everyone – students, teachers, parents, lakeside cottage-goers, and

boaters. Junior Sailing has begun with Saturday morning training sessions – which have included learning boating terminology, hoisting sails, tacking, identifying wind direction, docking, and maneuvering under power and sail.

Thanks to our great coaches and volunteers, our six Junior sailors have been able to crew on a different boat just about every weekend. Our advanced Junior sailors were challenged with putting sails on Christa Wolfe’s boat and getting her sailing for the first time in several seasons. They were able to operate it under sail at over 6 knots! Other noteworthy activity includes Junior Sailors handling *Tark* at over 7 knots. Junior Sailors on *Brewster* placed the FLYC’s race marks for the season as well. When weather and nonexistent winds kept us from going out on the water, Junior sailors practiced knots at the docks.

If you weren’t at the marina on June 17th for the Cardboard Boat Regatta, you missed *SV Blue Disaster’s* epic debut. Three junior sailors – Katie Alley, Maggie MacBlane, and Henry Cabezas – in addition to one lightweight sibling (Billy Alley), rowed *Blue Disaster* across the finish line on a hot, sunny afternoon. As of Fourth of July weekend, the entire Cardboard Boat Regatta will have been aired on Big Fox TV. Try to catch a rerun – *Blue Disaster* was in the third heat. To read more about the construction of our cardboard boat, be sure to look elsewhere in this edition of the *Drum*.

The tentative dates for our Lake Ontario cruise are July 7th – 21st, weather dependent. Three boats – *Tomfoolery*, *Seek Ye First*, and *Ruthie* – aspire to make it as far as Kingston, Canada with several Junior Sailors and coaches joining them as crew. Heavy rainfall this spring has put Lake Ontario at its highest water level in over 100 years – some newscasters are reporting the highest water level ever, measuring depths over 5 feet higher than normal. These high waters create bigger waves and stronger currents that damage property and put marinas underwater. If you can remember, high waters in the New York Canal System kept *Tomfoolery* from reaching Lake Ontario in 2015. After some phone calls,

we learned that some areas of the canal have lower water levels than normal while others have higher levels. Marinas in several locations on Lake Ontario are functional, while others have limited or no space due to the water levels. With some more research and updated weather reports, the crews will determine where and if they can travel at this time. Hopefully we will have a great story of travel in the next issue of the *Drum*.

In the meantime, enjoy the water wherever you are and don’t forget to receive a vessel safety check!

Joke of the issue:



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@senecajrsailing

Follow us on Instagram:

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USPS News from National, District & More

A Letter From The Chief Commander

By C/C Luis A. Ojeda, SN

Dear Fellow Member:

102 years of making the water a better place while having fun – what an accomplishment! Thank you for being part of this great organization and for making a difference.

USPS is reinvigorating itself to cope with the future. New educational opportunities, new member benefits and new civic service opportunities mean that we are adapting to this changing world.

We are moving into training on the water on your boat with an experienced USPS member. New boat owners will be able to join USPS and receive a short lesson in the basics of boating while receiving information on our advanced courses.

New members can join our fun-filled activities like raft-ups, cooperative charting, vessel safety checks and environmental programs to name a few.

Your membership comes with benefits like discounted courses, our national magazine *The Ensign* and many vendor discounts that often exceed the price of membership. Go to www.usps.org, and check them out.

We have contracted an outside firm to review and recommend a course of action to reverse the “nobody knows who we are” feeling. The Friends of Marketing, Educational and Century funds are making this possible. Your generous contributions and membership will help us continue on this path. To donate visit www.usps.org/donations/.

Please renew your membership, and join me as we continue to make the water a better place. Consider a little something extra for one of our funds to help make our new path a reality.

See you on the water!

- Louie

Notice to Mariners

NY State Canal System

Seneca Canal – Town of Dix
June 5, 2017

Mariners are advised of dredging activities occurring on the Seneca Canal (sometimes locally referred to as the Chemung Canal) between Watkins Glen and Montour Falls Monday through Thursday 6 AM to 4 PM throughout the navigation season. Mariners may contact the dredge crew via VHF channel 13 to request passage. Expect short delays and plan itineraries accordingly.

Chart 14786 CS-1 inset & 14791 inset covering the affected area can be found at <http://www.canals.ny.gov/navinfo/charts/14786cs1w.png>, <http://www.canals.ny.gov/navinfo/charts/14791w.png>, and <http://www.charts.noaa.gov/OnlineViewer/14791.shtml>.

Features along the Seneca Lake spur of the Cayuga-Seneca Canal are listed by mileage at <http://www.canals.ny.gov/wwwapps/navinfo/navinfo.aspx?waterway=senecalake>.

For updates and information, please visit Canals.NY.gov or follow us on [Facebook](#) or [Twitter](#)

Seamanship Course Update

By Tom Alley

During the monthly teleconference for District educational personnel, an update was given on the redesign of the Seamanship course. Here's what's happening:

The course will be shortened from 8 weeks to 6 by eliminating material that is covered by the ABC class in Chapters 1 and 2.

The six remaining chapters in the course will be converted to seminars that can be taken individually or as a class. The Seamanship course will include all the material from the six seminars.

The format of the course will be changed from a “textbook” to one that focuses on teaching of boating skills.

Short videos will be incorporated into the PowerPoint presentations used in the class where possible.

The course will be the first to offer the student manual in an e-book format. Seminar materials are planned to be available by download only, but will include the homework questions included in the course as study aids should seminar students want to later challenge the Seamanship exam.

The new Seamanship course is expected to be completed by this fall, but it will take until early next year before the exam question pool can be revised to reflect the new content.

Pricing is expected to be comparable to the current Seamanship course.

- Tom

Notice to Mariners

NY State Canal System

Cayuga-Seneca Canal – Watkins Glen

Mariners are advised of a report that the unnumbered green lit fixed navigation aid on Seneca Lake near Watkins Glen at the entrance to the Seneca Canal (sometimes locally referred to as the Chemung Canal) is extinguished. Crews have been notified.

Charts 14786 CS-1 insert & 14791 insert covering affected area can be found

at <http://www.canals.ny.gov/navinfo/charts/14786cs1w.png>, <http://www.canals.ny.gov/navinfo/charts/14791w.png>

and <http://www.charts.noaa.gov/OnlineViewer/14791.shtml>

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For updates and information, please visit Canals.NY.gov or follow us on [Facebook](#) or [Twitter](#)

Increase In False Distress, Growing Concern

CLEVELAND – Coast Guard units across the Great Lakes request the public's assistance in combating a rise in false distress calls.

A false distress or hoax can be made by phone or over a marine radio by a person claiming to be in distress to intentionally deceive others and cause

an unnecessary search. There have been more than 160 false distress calls made to date across the Great Lakes compared to 55 similarly in 2016.

The Coast Guard treats all emergency calls as if they were real until they can be proved otherwise. A false distress can put other mariners in real danger at greater risk because of the redirecting of available search and rescue responders.

"False distress and hoax calls expose not only Coast Guard rescuers, but our partner agencies and other mariners to unnecessary risks, and potentially take away personnel and resources from real emergencies," said Capt. Joseph McGilley, chief of incident management for the Ninth Coast Guard District, which encompasses the entire Great Lakes region.

If someone makes a distress call in error during a radio check or learns that a distress call was made over the radio by accident or a child, they are advised to contact a local Coast Guard unit or the Ninth District Command Center at 216-902-6117 so that personnel and units can stand down.

Persons who knowingly make hoax or false distress calls to intentionally deceive rescuers can face up to six years in prison, \$250,000 fine, \$5,000 civil penalty, and the possible reimbursement to the Coast Guard for the cost of performing the search. The Coast Guard works closely with the Federal Communications Commission and law enforcement partners to track and pinpoint potential hoax calls.

The average cost of launching a Coast Guard response boat is about \$4,500 an hour while the cost of a Coast

Guard helicopter involved in a search could run as high \$16,000 an hour. A hoax mayday case can sometimes last an average of 3 hours before it is called off.

In 2017, a Chicago man was sentenced to 6 months in prison, three years of supervisory release and ordered to pay the Coast Guard \$28,181 in restitution for knowingly calling in false distress calls of a body in the Chicago River on two separate occasions in 2014.

Harmful Algal Bloom Notifications

New waterbodies with harmful algal blooms have been added today, June 30, to DEC's [Harmful Algal Blooms Notifications webpage](#).

This week, **8** waterbodies were added to the notification list. There are currently **28** waterbodies with blooms on the list.

Avoid and Report Suspected Blooms

Because waterbodies may have harmful algal blooms that have not been reported to DEC, we recommend avoiding contact with floating mats, scum and discolored water.

If you suspect you have seen a harmful algal bloom, or you, your family, or pet has been in contact with a harmful algal bloom, please follow the instructions for [reporting a bloom to DEC](#). **If you see it, avoid it and report it!**

A Tale of Three Doctors

By Charlie Fausold, SN-IN

SV Morning Glory

Although not really a nautical story, it does have a lot of references to Seneca Lake and the surrounding area, which should be of interest to those of us living here. –Editor.

William Spence Gillmor, my great-grandfather, was born in 1855 in a log cabin on Chicken Coop Road in the middle of what is now the Finger Lakes National Forest. His grandfather James Gilmore and great-grandfather (on his mother's side) John Spence were among the area's first residents, arriving in the late 1700's.

After attending local schools, graduating from Starkey Seminary and Cook Academy, and a brief stint teaching school in Searsburg William decided to study medicine. In 1885, as he prepared to graduate from the Medical Department of the University of Buffalo (as it was called then), he was uncertain where to establish his practice: In the city, with all its amenities? Or back home in rural Schuyler County? He sought the counsel of one of his professors, the surgeon Dr. Roswell Park, who would go on to found the Roswell Park Cancer Institute in Buffalo and helped treat President William McKinley after his assassination

at the 1901 Pan-American Exposition. Dr. Park responded to Dr. Gillmor's request for advice with the following letter:

Buffalo, March 10, 1885

Dear Doctor:

Yours at hand. The city is the place for enterprising men who want to keep up with the times; I think there is no doubt about that. I dare say you could make more money in the country the next five years than you can here in the same time. But five years of country hum drum is enough to intellectually cripple – almost kill – the student, unless he has exceptional opportunities.

If you can afford it and are willing to bide your time I would decidedly say come here and settle down. When you are here I will give you what little advice I can. When here you must join the medical society and begin some systematic study and work. What you

can't see in practice you will be largely laying in from a course of reading, and you will be near enough to help in case you need it. If within reach of hospitals attend all the clinics you can. Do everything you properly can to see cases. Pitch in with a microscope, and practice urinalysis. You will find plenty of work that you can profitably occupy your time with. And this will gradually make you known in your locality as a studious, diligent and precise man, which is the best reputation you could have, will win you respect and in the end patients whom you can in your turn respect.

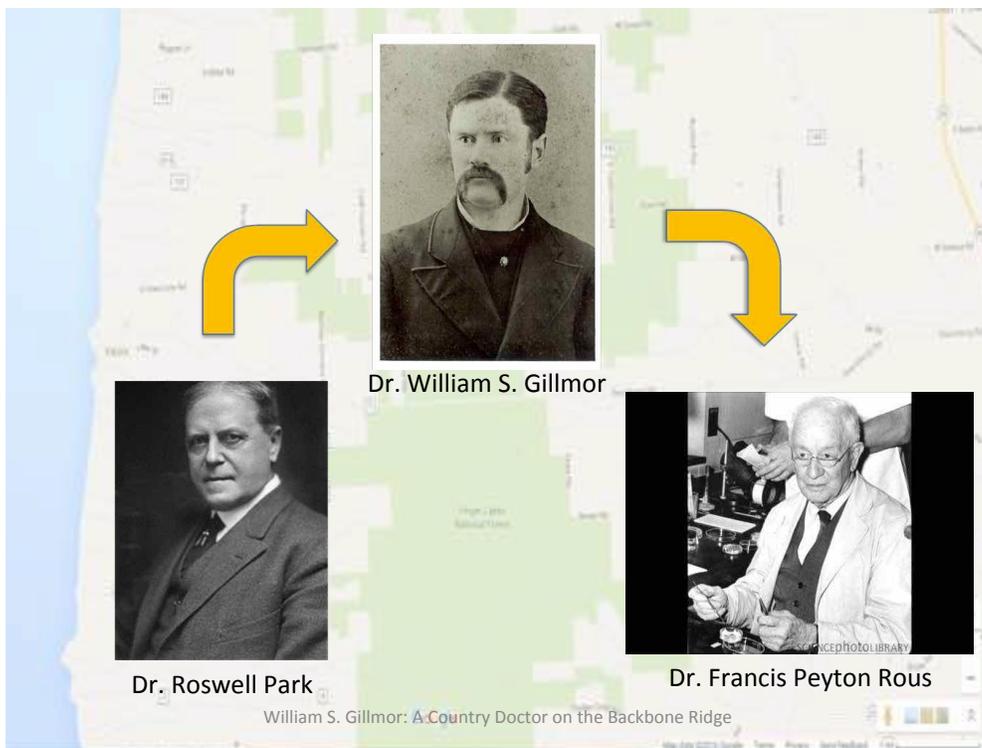
Hoping to see you when you do come, I am yours sincerely, R. Park

Although he carefully considered Dr. Park's advice to remain in the city, personal circumstances led Dr. Gillmor to believe that his best chances for success were back home, and he returned there to pursue his career as a classic country doctor treating all manner of ailments when and wherever needed. From his home in North Hector (now Valois) Dr. Gillmor's service area extended from Caywood to Peach Orchard and east up the hill to Logan and Steamburg.

From the Watkins Express of May 14, 1885:

W. S. Gilmore MD is now located at Mecklenburg with headquarters at the office of Dr. H. H. Fish. Dr. Gilmore, who was formerly a resident of North Hector, after graduating from Cook Academy, entered upon the study of medicine at the University of Buffalo, where he recently graduated as one of the ten honor men in a class of fifty-six. Industry and integrity are traits of his character, and assure success in his new field of effort.

In 1888 William married Winnifed Budd, the daughter of Isabella Curry and Daniel Purdy Budd. They had one



child, Eleanor Spence Gillmor who was my grandmother. Eleanor's daily diary entries, painstakingly transcribed by my Aunt, Priscilla Fausold Weir, provide fascinating insight into Dr. Gillmor's practice and community life in this area at the turn of the last century.

Monday July 2, 1900. I got ready and went riding with Papa. I held the horse as usual. In the afternoon Papa and I went to the farm over Hector hill and I went upstairs in the house where Papa was born. Downstairs in the bedroom was a hen sitting in the pantry.

Friday, April 5, 1901. The roads are very muddy and slushy. Papa rides all day long every day. Poor Papa.

Gillmor Farm, Searsburg Road, c 1894



William S. Gillmor: A Country Doctor on the Backbone Ridge

Dr. William S. Gillmor, Eleanor S. Gillmor, Winnifred Budd Gillmor

Mon Feb 26, 1900. Wind North. Temperature 4 degrees. Grandpa went to Watkins and the stage tipped over with 5 in it. Grandpa came home in an open wagon about froze. He brought lots of good things.

Sat. Jan 27, 1900. I cut my first finger on my left hand. I told Papa it bled 3 washbowls full of blood. He laughed and said it bled about 3 teaspoons full, but he was not here when I cut it!

Monday, June 11, 1900. Went with Papa up on the hill. We came back by North Hector and saw the first automobile I ever saw.

Thursday, Feb. 7, 1901. After supper I got ready and Papa, Mamma and I went up to a social at Mrs. Hazlitt's. I had a good time. Ice cream and cake.

Mamma pinched her fingers in the door quite badly.

Sunday March 21, 1901. The mud is terrible. Papa must have rode 20 miles today and is now off again. Poor Papa.

Friday August 3. I went way over to Steamburg with Papa. I saw little Clara Covert. She's a real nice little girl. On our way back I saw a little girl by the name of Aline Abbott visiting at David Bond's. We got some nice eating apples there. On our way over to the farm I saw Mable Kellogg while Papa went in to a patient.

Wed. Feb 6. 1901. They think they will have to take Fred Brown's eye out. It will be terrible!

Sunday, April 28, 1901. Mrs. Sarah Halsey and Miss Bowlby were killed by a fast freight coming from the south. It threw them 20 feet in the air. They saw the train and were trying to get over before the train did.

Mon. Feb 25, 1901. I have had the measles and could not write in my diary but am getting better. Miss Brown closed school for the rest of the week on account of the measles nearly all the schools have them.

Tuesday August 9. The old man Albert Knapp had a chicken bone in his throat. Papa, Mama and I went up to the festival at Hanley Hall. It was an ice cream festival.

Tuesday Jan. 8, 1901. Miss Brown was not able to teach so Hattie Bond took her place and Tom her brother acted up and disturbed the whole school. She had to close school on account of him.

Friday, December 16, 1904. Classes same as ever. Practiced. Went home over the lake. Ate fudge, read some, ran errands and fooled with the telephone which we have just had put in.

Thursday Sept. 6. I went to the Trumansburg Fair with Ana and Glen Hawes. We were in part of a shower but were in Goodwin Sherwood's barn most of the time. Papa was at the farm

to take me home. I did not want to go home I wanted to stay all night but I couldn't. Papa is so busy all day long every day.

Tuesday May 26. Practiced on piano. Went to school. Had algebra, Physical Geography, Spelling and Drawing. Our school went up to Logan to a social given by the Logan School. They all went in two loads. But Papa and Mamma wouldn't let me go. They won't let me go anywhere. It is a nice night for a social.

Beginning in 1898 Dr. Gillmor befriended a young man by the name of Francis Peyton Rous, who along with the rest of his family travelled from Baltimore to spend summers at Van Valkenberg's boarding house along the shore of Seneca Lake between Peach Orchard and North Hector on what is now Spirawk Road. Young Peyton had an interest in medicine and would often accompany Dr. Gillmor on his rounds, travelling country roads by horse and buggy, visiting patients, and sharing views on the medical profession and life in general.

Peyton Rous took a different route than Dr. Gillmor, and after graduating from the Johns Hopkins School of Medicine in 1905 began a distinguished career as a cancer researcher, primarily at the Rockefeller Institute. In 1910, just four years after his last buggy ride with Dr. Gillmor, he discovered that certain types of cancer (sarcoma) in chickens could be transmitted by a virus. Although the significance of his work was slow to be recognized, in 1966 Dr. Francis Peyton Rous was awarded the Nobel Prize in Physiology or Medicine for his discovery.

In 1908, after Dr. Gillmor's untimely death, Dr. Rous reflected on his influence:

Dear Mrs. Gillmor:

A paper has brought the news about Dr. Gillmor, and, now that this sorrow is realized, I want to write you. At first it was not possible to think of anything but of my friend himself, who was so

good and wise, and who toiled so among his people.

You cannot know exactly, Mrs. Gillmor, what contact with your husband meant to the boy growing up into the same profession. I have met many physicians but not one who taught so finely by example the right life to lead. Yet it is from a closer side that I shall love especially to think about Dr. Gillmor – of his humor in our never-ending discussions, of his way of looking at one, of his views about things and people.

Fifty years later my grandmother reestablished contact with Dr. Rous, and in a December 1958 letter he wrote:

Your father was the first to show me what being a good doctor could be like. Every now and then he took me on his all day journeys to patients, by horse and buggy... Mostly he and I just talked but sometimes he'd take me into the houses. I remember in special, perhaps because of my own work

since, a hopeless old woman with cancer. Always he had my admiration for he was well aware that the medical resources of his day were meager and that all he could do was his best with them and never be down hearted. He certainly never was.

What you tell of Seneca Lake now makes me glad to have lived by it then, when all the way from the Vans to Picnic Point, along the Indian Trail, was solitary woodland. Summer after summer I used to try and write poetry while in its little glens. The lake was solitary too save when "Dr. Van" and I were bass-fishing together, or when once a day the Otetiana came along breathing heavily. Dr. Van really made me his boy, teaching me all that he knew of woodcraft and the North Hector country. I have ever since thought of him with love and of his "Hattie" too. What fortune to have been so befriended!*

In a final letter dated July 3, 1960, after my grandmother had shared Dr. Park's letter to her father with him, Dr. Rous wrote:

Dr. Park's letter has impressed me deeply, for now, after 75 years, his advice could be bettered only in details. He must have cared for your father, perceived his worth, to have so generously gone all out for him.

Important – your father always impressed me as a happy man, as one who had made the right choice.

(Dr. Park's original letter has since been donated to the archives of the Roswell Park Cancer Institute.)

Dr. Park's counsel to Dr. Gillmor, and Dr. Gillmor's subsequent mentoring of Nobel Laureate Dr. Rous is a reminder that although knowledge can be acquired and skill developed, wisdom is passed from generation to generation in subtle and mysterious ways.

*Almost certainly "Picnic Point" is what we now know as Camp Meeting Point.

- Charlie

Building and Racing SV Blue Disaster

By Katie Alley, P

PC Knot for Sail

You never truly realize the difficulty of a project that you've envisioned for so long until you start it. Seneca Junior Sailing's cardboard boat was no exception. We certainly underestimated the amount of supplies, time, money, and patience needed to construct a cardboard boat.

I really do not even remember when this idea came about – sometime last summer we (Maggie and I) thought it'd be a great publicity opportunity to race a Junior Sailing boat at the Waterfront Festival. I mean, all those other people made cardboard boats, some successful, others not, but how hard could it be?

By mid-May, Maggie and I had recruited enough cardboard, a garage to

build in, and one afternoon when neither of us had schedule conflicts or a prom to attend. It would only take one Saturday, eight hours or so, to build this boat, right?



Wrong. Our research and pre-planning for the boat was minimal. The only materials the rules allowed us to use were cardboard, duct tape, glues, and paint. We made design decisions as we went along and in terms of sizing the boat, we worked within the dimensions of the trailer we had available to ship the boat to the marina on race day.

We started with the bottom of the hull. Our decision was to make it a V-bottom, at least 2-3 layers of cardboard thick. The challenge was getting the cardboard to hold the V-shape. This was the stage in which we tested the excessive amount of supplies we picked out of the home improvement section in Wal-Mart. Spray-adhesive did not work to hold the layers of

cardboard together. Duct tape and spray-foam sealant (the type of stuff you would use in-between bricks or stone on the outside of your house) were our best bet. Building the bottom ALONE took us an entire Saturday afternoon and we strongly considered giving up.



Once we added some walls, our confidence boosted a bit. We used a box with convenient creases in it to add another layer to our bottom and provide the structure for our side walls. At some point while using body weight to adhere together layers, this piece of cardboard shifted and resulted in one of our walls being slightly higher than the other. But that did not affect our buoyancy, so in the end it was okay. We cut up several more pieces of cardboard to add to our walls

for more layers and support. Around this time, the name *Blue Disaster* was chosen – as so far, the project was pretty disastrous and the boat was still kind of sad looking. Additionally, we knew we wanted to paint it blue to match our Junior sailing shirts.

Next we cut out pieces for our stern and bow which were attached to the bottom and the walls using duct tape and spray-foam sealant – especially around the edges. At this point, we had an actual boat shape and more faith that we could pull this off. I went ahead and submitted the registration paperwork for the boat at Watkins Glen Promotions so that backing out would no longer be a choice. The women behind the desk laughed and showed concern after reading the name of our boat.

Using more sized and cut pieces of cardboard, we constructed a pointed bow for easier maneuvering. (When I say “sized”, I mean we held up a whole piece of cardboard against the area where we intended on attaching it, and drew the shape we needed to cut out on the cardboard with sharpie.) Again, a couple layers of cardboard were added to the stern and bow for more water resistance and a stronger structure.

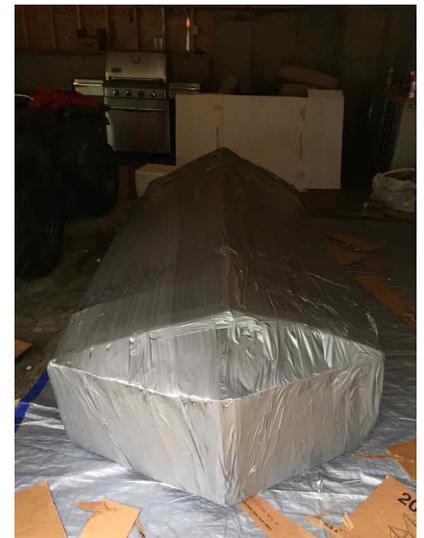


To create and support a flat floor while adding favorable buoyancy properties, we rolled up and taped some of our weaker pieces of cardboard into cylinder shapes. We filled the V-bottom with these and placed

several layers of floor over them, again with our trustworthy duct tape and spray-foam sealant.

The spray-foam sealant felt a lot like a sturdy pool noodle when it was completely dry, therefore I feared the judges would accuse of us adding forbidden flotation materials and disqualify us. Our solution was to layer duct tape over these areas with spray-foam sealant and try to make it blend in with the rest of the boat. Additionally, we learned that waterproofing-spray was not beneficial, as it just made the cardboard extremely sticky yet damp enough that duct tape refused to stick well to it.

Next, we covered the ENTIRE boat in duct tape. We made sure the bottom, which would have the most direct contact with the water, had at least 2-3 layers of duct tape. A roll of duct tape does not last as long as you'd think it would.



A heavy-duty cardboard tube about 6 feet tall was donated to us for our mast so we could be a sailing vessel. To step the mast, I cut through our 7 layers of flat floor, but not through the bottom of the hull, so that a hole existed for the mast to be propped up in. I attached two shrouds (two lines) that were tied in smaller holes cut in the mast and the flat floor near the walls. Our boom was an odd cardboard stick that rested in a hole cut into the mast. A sail made out of an old bedsheet was attached with ribbon laced

through holes cut into the sail, mast, and boom.

Painting the entire boat only took three and a half bottles of spray paint. The white lettering on the boat was done by hand with a paintbrush and craft paint.

After about what I can only estimate to be about 25 hours worth of work over the span of four weeks, *SV Blue Disaster* was ready to make her debut. At 8' long and about 4' wide, she was finished a full 2 days before the race, which I consider outstanding since Maggie and I are both procrastinators.

Upon arriving at the festival, we were instructed to find a spot in the marina parking lot to display our boat. We received our number, a goodie bag, and voting bag. The number we were assigned indicated that we would be in the third heat (of the 20 that were to occur for 40 boats). The goodie bag included a hat, several beer bottle openers, sunglasses, and drink cozies. We taped the boating bag to the front of the boat, so that people could add stones (points) if they thought our boat was the best.



There was enough time that morning for us to touch up the boat – we added flags on the shrouds, touched up the paintjob, and had to redo the holes in the floor for the shrouds, as the previous ones were allowing the lines to pull the floor out of place rather than support the mast.

Each crewmember on the boat had to sign a waiver and wear a lifejacket.

We opted for inflatables over our Junior sailing tee-shirts. The water temperature was just over sixty degrees (at the surface) while the air temperature was in the mid to upper eighties. Water shoes were very convenient to have. We lifted and carried *Blue Disaster* over to the boat launch, ready to compete in our heat. The boat we were specifically racing against had a similar design to ours, but looked like it was made from one box, rather than dozens of layers of cardboard like our boat. It was also slightly shorter in length, considerably narrower, and had a flat bottom rather than a V. I felt extremely confident after looking at that boat.



As we were waiting to launch, I was interviewed by Big Fox TV and was able to mention the Squadron and Seneca Junior Sailing. A staffmember also chose to attach a Go-Pro to the bow of *Blue Disaster*.

With some boarding assistance, to my surprise, *Blue Disaster* held all four of us – Maggie, Henry Cabezas, Billy Alley, and me – with ease. It was not sitting low in the water due to our weight. Maggie and I sat behind the mast and powered the boat by rowing with dinghy paddles. (The south wind might have filled our sail in a beneficial manner a few times.) Henry sat in front of the mast and steered with a canoe paddle. Billy sat at the most-forward point of the boat and sprayed spectators with water guns and sabotaged boats with water balloons. (We

also made sure to pack a bucket in case we started taking on water.)



The boat we were racing against sunk about 10 feet away from the launch. For lack of a better description, it did a reverse *Titanic* and folded in on itself due to the boat being too flimsy and it taking on water. The three or four kids in the boat ended up in the water and swam back to the boat launch. Meanwhile, *Blue Disaster* was soaring away.



I couldn't help but smile – we were doing it, the boat wasn't sinking, we were making great timing, people were cheering all around us. We even passed a boat from the heat before us – which wasn't much of a boat anymore, it was just a piece of cardboard that the crew was swimming behind and pushing to the finish line.

By the last stretch of the race, we were getting a little tired from rowing. I definitely felt it in my arms the next day. However, we survived the spectators chucking water balloons at us and victoriously crossed the finish line, which was under a banner hung on two pilings near Dock 1.

A ramp and swim ladder were available on Dock 1 for us to exit the water and carry *Blue Disaster* out. It took six of us to carry the very heavy, water-logged *Blue Disaster* to the dumpster. It pained my soul to put her in there, but she had gone above and beyond

serving her purpose. (Honestly, we didn't even know if the thing was going to float, so my personal expectations were exceeded.)



So, in conclusion, what was gained out of this? Well, the Squadron gained some publicity at a sizable televised event and I had about a five minute joy ride around the marina in *Blue Disaster*. I have not been informed of the overall race results, but I'm assuming we did fairly well out of the forty boats that competed. Building *Blue Disaster* probably helped me gain some knowledge in the areas of physics and sculpture, as well as develop and exercise my virtues of patience and perseverance. (Surprisingly, in terms of construction injuries, I only

stabbed myself once in the thumb with a box cutter.)

By the end of this project, we spent roughly \$200 on building materials, mostly on duct tape. My guess is that we used upwards of 20 rolls of duct tape, which adds up fast. All our cardboard was donated. (Thank you to Junior Sailing coach Andrea Johnson, who donated, by far, the most cardboard, including the pieces that made up our hull and mast.) There was also a \$25 registration fee for *Blue Disaster*.

Someone asked me if I was going to build a boat for next year. In short, the answer is a definite "no" – mostly because I'm not sure if I will have someone available who is willing to spend 25 hours and \$200 on a project that is going to end up in a dumpster. Nevertheless, racing in the Cardboard Boat Regatta gave me a completely different and thrilling perspective than simply watching the race. It was a triumphant and extremely satisfying feeling to be on the water in

something you made with your bare hands and better yet, leaving others sinking in the water behind you. I'm proud of us. But as for now, this is staying a one-time, successful experience.

- Katie



The 2017 Seneca Junior Sailing Cardboard Boat Regatta crew (L to R): Henry Cabezas, Billy Alley, Maggie MacBlane and Katie Alley.

Can't Live Without Coffee? Thank This Pope!

By Billy Ryan

www.uCatholic.com



Coffee is one of the most consumed drinks in the world, second only to water, enjoyed by millions every day. The drink was not always so ubiquitous, only becoming popular relatively recently during the 16th century. If you can't start the day without first having your morning cup of coffee,

then you should probably thank Pope Clement VIII.

Coffee was first introduced around the 9th century when Muslim shepherds noticed wild coffee beans were having a stimulant on their flocks of sheep. Clerics learned the techniques to cultivate the beans, and the drink quickly spread throughout the Muslim world.

When it inevitably found its way to Europe, the majority of Catholics treated it with a great deal of suspicion because it was the popular beverage of Islam, which Catholicism had been at

war with for centuries. Because of its reputation, it gained the moniker "Satan's drink."

As the saying goes, all roads lead to Rome, and coffee was first brought to Pope Clement VIII around the year 1600.

Initially, the pope's closest advisers tried to get him to ban the drink, proclaiming it was "the bitter invention of Satan." However, the pope wished to try it himself before issuing a papal decision.

After tasting it, the pope enjoyed it so much he declared that “This Satan’s drink is so delicious that it would be a pity to let the infidels have exclusive use of it. We shall cheat Satan by baptizing it!”

Allegedly, he formally blessed the coffee bean because the drink was deemed less harmful than alcohol. After his blessing, it quickly spread throughout the rest of Europe and eventually the world, becoming a chief crop and the most popular beverage. Next time you enjoy your favorite

brew, thank God for Pope Clement VIII.

- Billy

The Last Word

By Tom Alley, SN



As you read this our Junior Sailors will be in their final preparations for this year’s cruise to Lake Ontario and the D/6 Rendezvous in Kingston, On-

tario. If things run like they do in prior years, the last week (or more) will be absolutely chaotic with tasks that have slipped through the cracks and not made it onto our many checklists.

This year is especially challenging before we ever start loading provisions and supplies. High water levels on

Lake Ontario have produced severe flooding and, by my estimation, over half of the marinas and ports of call along the lake are either closed to visitors or running with limited capacity and services.

Weather patterns this year are creating their own challenges. For most of us, it’s been a cool, wet spring and summer. This is due to the jet stream dipping south of us and causing weather systems to “train” (i.e., line up and travel over our area one after the other). What this means for cruisers is that there are very few periods where the weather is “calm” and open water wave heights settle down to a comfortable height. While our boats might be strong and seaworthy, the crews (and

coaches!) don’t necessarily relish an “exciting” crossing.

After last year’s adventure, this particular skipper is eager to answer the question, “What happened this year?” by saying, “Nothing!”

- Tom

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As always, send your thoughts about this newsletter to:

editor@SenecaPowerSquadron.US

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Calendar of Events

July 2017

- 01 Seneca *Drum* July issue publication date.
- 01 Junior Sailing Training Session (1000)
- 07 Junior Sailing - Lake Ontario Departure
- 14-16 D/6 2017 Rendezvous. *Whistler's Cove, Kingston, Ontario, Canada*
- 21 Deadline for D/6 *The Deep 6* articles.
- 22 Bridge Meeting (0900), *Watkins Glen Village Marina.*
- 29-30 Junior Sailing Commodore's Cup Race & Cruise (with FLYC)

August 2017

- 01 *The Deep 6* summer issue publication date.
- 05 Junior Sailing Training Session (1000)
- 12 Junior Sailing Race #1 (1300)
- 19 Bridge Meeting (0900), *Watkins Glen Village Marina.*
- 19 Junior Sailing Race #2 (1300)
- 22 Deadline for *Drum* Articles
- 26 Junior Sailing Race #3 (1300)

September 2017

- 01 Seneca *Drum* September issue publication date.
- 02 Junior Sailing Surprise Race (1300)
- 08-11 Junior Sailing Barge Race Cruise (*Tentative Date*)
- 10-17 USPS Governing Board Meeting
Dallas, TX
- 16 Junior Sailing Race #4 (1300)
- 22 Squadron Meeting. *Rooster Fish Restaurant, Watkins Glen, NY*
- 23 Junior Sailing Race #5 (1300)
- 30 Junior Sailing Optional Race (1300)

October 2017

- 17 Bridge Meeting (1900)
- 24 Deadline for *Drum* Articles

November 2017

- 01 Seneca *Drum* November issue publication date.
- 01 *The Deep 6* fall issue publication date.
- 19 Squadron Year-End Gala. *Fulkerson Winery*
- TBA District 6 Fall Council & Conference

December 2017

- 19 Deadline for *Drum* Articles

January 2018

- 01 Seneca *Drum* January issue publication date.
- 15 Deadline for D/6 *The Deep 6* articles.
- 16 Bridge Meeting (1900)

February 2018

- 01 *The Deep 6* winter issue publication date.
- 20 Bridge Meeting (1900)
- 21 Deadline for *Drum* Articles

March 2018

- 01 Seneca *Drum* March issue publication date.
- 20 Bridge Meeting (1900)

April 2018

- 15 Deadline for D/6 *The Deep 6* articles.
- 17 Bridge Meeting (1900)
- 20 Deadline for *Drum* Articles
- TBA D/6 Spring Conference & Change of Watch

May 2018

- 01 Seneca *Drum* May issue publication date.
- 01 *The Deep 6* spring issue publication date.
- 15 Bridge Meeting (1900)

June 2018

- 19 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.