



THE DRUM



A Publication of the Seneca Sail & Power Squadron

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 editor@SenecaPowerSquadron.US

From The Commander

By Mark Erway, AP

View From The Bridge

It has been an interesting year with extremely high water on Lake Ontario (which prompted the Junior Sailing cruise to divert to Cayuga Lake); with rainstorm after rainstorm blowing through; with portions of the canal closed due to high water (not totally unusual) and with eyes peeled for algae blooms and hydrilla on all the Finger Lakes. So far there have been very few accidents to note, with the exception of the fatality on Waneta Lake, where a young man lost his life and three of his companions ended up in the hospital. On Oneida Lake, a ski boat operator was charged with BUI after he backed over his friend, causing significant injury from which the friend is thankfully recovering. But generally, it has been a pretty safe boating season.



I remember quite clearly a trip to the bridge of the USS Little Rock, CLG-4, in the fall of 1972. We were coming across the Atlantic from Rota, Spain to Norfolk, VA and ran into an Atlantic hurricane that created a combination of



swells and waves that stacked up to 50 and 60 feet. As a radioman, I had to deliver a message to the Captain who was on the bridge. Our 610-foot-long ship was being severely battered and as I stood there waiting for the Captain to read and reply to the message, looking out the windows at the 04 level, I had to get close to the glass and look WAY up to see the top of a “greenie” that was bearing down on us. The whole ship shuddered as she shook off another mountain of water. Three days of pounding later, The “Rock” had suffered so much damage that we ultimately ended up in dry dock in Boston where repairs took months to complete.

It makes me think of the difficulties that USPS has been going through the last few years as membership levels change and costs need to be managed. The national team is working hard on re-branding the organization from what seems to be the confusing “Power Squadrons” image to “America’s Boating Club”. But at the heart

of it all, we are still THE premier recreational



boating educators in America, with an extensive curriculum for classroom and OTW sessions, on-line classes and videos, and instructors who are recreational boaters themselves. And therein lies the heart of our task and purpose – our public service – to serve the boating community by helping them to understand that even a little knowledge goes a long way to enjoying time on the water. I'm confident that we, as a local squadron and as a national organization, will make it through and be as strong as ever. More and more people are taking to the water on kayaks, canoes, SUP's and PWC's, so our work isn't done yet, in fact there's a need for even more education.



Well, September is upon us and with that our two Junior Sailing co-leaders are off to college. What a pleasure it has been to have crewed with Katie Alley and Maggie MacBlane these past couple of years. They certainly have grown into very confident, capable and well balanced young ladies who have amazing possibilities ahead of them. Hats off to Tom Alley, all the Junior Sailors, and the Coaches who have made this program possible. As the 2017 season begins to

wind down we still have plenty of time left to be on the water – more FLYC races on the schedule, which includes our Junior Sailors, the Barge Race out of Geneva and the Gear Buster race in October.

Tom Alley and I are looking forward to representing our Squadron and serving the greater District 6 area as we get ready for the D/6 Fall Conference coming up soon. Tom is the District AEO and I will be serving as Secretary. There is much to consider in order to help guide the organization through these changing times, but our D/6 Commander, Jeff Freedman, has assembled a pretty good crew of dedicated people and it should prove to be a fruitful time for all of us.

TO ALL SQUADRON MEMBERS – we are going to gather for an OKTOBERFEST celebration on FRIDAY, OCTOBER 20th starting at 18:30 at Fulkerson's Winery. Food will be catered by the Winery again, price not to exceed \$20 per person. This is for all Squadron members and invited guests. Please RSVP to Ray Margeson; that will help us to have the right amount of food for everyone. We haven't held an Oktoberfest in a number of years and we hope that this one will be as enjoyable as ever. I look forward to seeing you all there.

- Mark, SV Weeble
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From the (Acting) Executive Officer

By Charlie Fausold, SN-IN



Living on the lake near some seasonal rental properties as we do provides regular opportunities

to render assistance to boaters in need.

Recently we were sitting on our deck enjoying a beautiful August afternoon when I noticed a couple of young girls on a stand-up paddleboard (with one paddle). They had on PFDs and were enjoying themselves, but were getting pretty far out into the lake and quite a ways downwind from their point of origin. I thought they might find the return leg more difficult and kept an eye on them.

The Drum

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Sure enough, when they turned around and headed back they began to struggle. They were headed upwind into a freshening breeze, and the younger passenger made it difficult for the older girl to paddle efficiently on both sides of the board. They tried different combinations of sitting, standing, swimming, etc., none of which afforded much progress.

It became apparent that they would be exhausted long before they got back to the dock. As renters, I doubted that their family had access to a rescue boat, so I hopped in mine and headed out to offer

assistance, which was readily accepted. The younger girl climbed aboard, I tossed a ski rope to the other girl on the paddleboard and we were soon back at the dock where their grateful father met us.

Afterwards I reflected on what parts of my USPS training had guided my response to this potentially serious incident. I decided that the most important thing was just having a “6th sense for safety.” In this case, that meant recognizing a couple of young and inexperienced

boaters, anticipating Seneca Lake conditions (freshening late afternoon northerly breeze), and simply observing their difficulty under the conditions. No big deal, but out of a number of potential responders along the lakeshore I was the only one who acted. Just another demonstration of the value of the important public service provided by the United States Power Squadrons!

- Charlie

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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



As I write this article, I am sitting on my surprisingly-comfortable bed in my new college dormitory, with my

roommate four feet away from me, my next meal a several-hundred-yard walk away (at least it's downhill), and my house, my family, my pets, and *Tomfoolery* about 60 miles away from me. But a mere hour drive can never keep me away from what's happening in the marina, can it? Is the first paper I'm typing at school really a squadron newsletter article? (Yep, procrastination is great.)

It surely has been a busy summer, as several of our Junior Sailing members are making the transition from high school to college. Unfortunately, not much of their busy summer has included plans for sailing, which has hurt Junior Sailing attendance. Nevertheless, the program has continued to meet with present participants and eager coaches.

In July, Junior Sailing continued with morning training sessions, often practicing race start sequences. The month of July also included our exciting 8-day voyage touring Cayuga Lake, which saw

great participation and excellent feedback – Junior sailors Robin, Jade, and myself were aboard *Tomfoolery* with Captain Tom Alley; Coach Jim McGinnis, John Read, and Junior sailor Isaac were aboard *Seek Ye First* with Coach Mike Crouse; and Junior sailor Henry was aboard *Ruthie* with Coach Howard Cabezas and his wife, Meg. You can read more about our wonderful adventure elsewhere in this issue.

Junior sailors also participated in the FLYC's Commodore's Cup on July 29th. The sunny, warm day provided a steady 15 knot wind out of the North, making for an interesting course from Watkins Glen to Lodi Point and back to Smith Park for a photo-finish. Junior sailors Maggie, Isaac, Dominic, and myself crewed on *Tomfoolery*, and Junior sailor Henry crewed on *Ruthie*. We enjoyed long, reaching tacks up the lake and a downwind leg.

Tomfoolery attempted to fly a spinnaker on the downwind leg. A stressful setup only resulted in an hour-glassed sail, so we came to terms with our less-than-adequate helm, line, and spinnaker pole control in the given conditions and took the sail down. At least we gained some hands-on spinnaker-setup experience, even if it did include unwinding the sail that was twisted at least a dozen times in the center. (We tried. Effort counts.) The crews enjoyed a delightful steak picnic at

Smith Park, and *Tomfoolery*, *Seek Ye First*, and *Ruthie* anchored out there for a peaceful night – with only the pleasant, soft, easy-to-sleep-through sound of hal-yards slapping metal masts.

Junior sailing will continue into September by competing in the FLYC summer racing series and in the Geneva Barge Race. As we make the transition from summer to fall, from vacation to school, from shorts to jackets, be sure to savor the remaining boating days! I spent most of the summer watching Junior sailing from a new perspective – the top deck of the *Seneca Legacy*. But as I said, a mere hour drive can never keep me away from the marina. (Geneva, I'm coming for you. Be ready!)

Joke of the issue:

"There's a paddle sale at the boat store. I heard it's quite the oar deal."

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Seneca Junior Sailing

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@senecajrsailing

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From the Public Relations Officer

By Howard Cabezas, P

The *Ruthie*, *Tomfoolery*, and *Seek Ye 1st* had the great pleasure of accompanying the junior sailors on their summer trip this year. What a tremendous gift it is to live, learn and play on a boat. The trip was a weeklong adventure sailing up Seneca Lake, through the canal system navigating several locks, and over to Cayuga Lake.

Cayuga Lake. We found a marina just north of the railroad that had a barge with a crane truck on it that is used to raise and lower masts. Two brothers, advanced in years, and their younger helper motored the barge south of the bridge and tied off to an old decrepit concrete dock. One by one we tied our boats to the barge and they hoisted our masts back up.

With our masts stepped we headed down Cayuga Lake, anchored by Andrea's Aunt's house and went ashore for a wonderful BBQ, games and laughter. The next day we planned on sailing down to Ithaca, but after three hours of sailing Andrea's Aunt's house was still in sight and not much smaller. So we cleaned the exterior of our boat and had a little play time before we got down to Ithaca.



In order to sail through the canal system we needed to take down our masts and have them put back up when we got to

Once we arrived in Ithaca we decided to spend a couple of nights there. We cooked dinners together, played cards and backgammon, walked on the rail trail to and around Ithaca's boat marinas, the dog park, and to Purity's Ice Cream for delicious milkshakes. We met Tony, a retired police officer who makes and serves free coffee every morning at the marina, took naps, and saw a group performing a play out in a meadow. A terrific time!

On our way back up the lake our gorgeous sunny day turned into an expected and nutty storm accompanied by torrential down pours and lightning. We had the opportunity to wear all our rain gear, goggles, and mentally create a Christmas wish list of things the *Ruthie* and crew need like rain gear, goggles

and a dodger. It only lasted about three hours and then the sun was back out just in time for dinner, a swim, and a camp fire by the beach with story swapping, laughter, and more cards.



going out for dinner and then for ice cream and back to the boats for, well, more cards. With grand dreams of next year's trip and a new dodger, I sign off.

Happy Sails!

- Howard

An easy trip home included spending an evening in Seneca Falls, touring the city,

USPS News from National, District & More

Extended Swimming at NY State Parks

NYS Office of Parks, Recreation & Historic Preservation



Popular swim locations across the state park system will stay open longer this year so that New Yorkers and visitors alike may enjoy an extended summer season. More than a dozen of the most sought after swimming spots across the state will remain open until Sunday September 17, a full two weeks beyond when they are originally set to close for the season. [Find a location.](#)

Public Meetings on Trout Stream Management in New York State

NYS DEC

Meetings to Begin In Ballston Spa on September 13th.

The New York State Department of Environmental Conservation (DEC) today announced that public meetings will be held in each DEC region this fall to provide an overview of the state's approach to trout stream management. The meetings will also elicit feedback from trout stream anglers regarding their preferences and expectations for the management of these waters.

Commissioner Basil Seggos said, "Informed conversation between stakeholders and DEC staff is essential to ensure that our trout stream management strategies are not only biologi-

cally sound, but up-to-date and consistent with the desires of today's recreational anglers."

The meetings will feature a 30-minute presentation describing how DEC currently manages trout streams and will include key findings of a statewide study completed in 2015. The presentation will be followed by a 90-minute discussion period aimed at identifying the measures of trout stream angling quality most important to this segment of New York's the angling public.

The first meeting will take place on Wednesday, September 13 at the 4H training center at 556 Middleline Road in Ballston Spa. Doors open at 6:30 p.m. and presentation begins at 7:00 p.m.

The dates, times and locations of the additional [Trout Stream Management](#) meetings in each region will be publicized by the regional offices and posted on DEC's website as the schedule is finalized.

Junior Sailing Cayuga Trip 2017

By Kathryn Alley, P

From July 8th–15th, several Junior Sailors and coaches embarked on a great voyage, over vast seas, through winding canals, and in prevailing winds and violent storms, to the exotic location of – drum roll please – Cayuga Lake! Alright, okay – so Ithaca may not be the most exhilarating vacation destination. Ithaca is a quaint, little city that some of us might even call home. For most of us, Ithaca is a short drive away – meaning that commuting to Ithaca by car or by bus is very possible in a day. We knew that. But let me stop undermining this said Junior Sailing voyage – how many of you can say you have been to Ithaca by boat?

Our trip to this far-off land began in Watkins Glen. Crews assembled on a Saturday morning, boarding *Seek Ye First*, *Ruthie*, and *Tomfoolery*, unsure if they would ever return to the safety of the Village Marina's docks. Despite this uncertainty, adventure was calling them – ships are safe at port, but that is not what ships are built for.

Junior Sailor Isaac was aboard *Seek Ye First* with Coaches Mike Crouse and Jim McGinnis, along with John Read. Junior Sailor Henry was aboard *Ruthie*, with Coach Howard Cabezas and his wife Meg. Junior Sailors Robin, Jade, and myself were aboard *Tomfoolery*, with Coach Tom Alley.



After brainstorming up and provisioning for an appetizing variety-packed menu, lowering and securing some masts, and loading up cruising gear, *Ruthie* and *Tomfoolery*'s voyage began by motoring up Seneca Lake

against a strong north wind. The significant waves working against us made for a slow and bumpy ride to Geneva, and I very much wished that we could hoist some sails, but nevertheless the sun was shining and I was not at work or sitting in my dark lonely bedroom at home.



Once at Geneva, we tied up at Seneca Yacht Club's docks and enjoyed a beautiful sunset, some fresh hamburgers, and an overall peaceful night. The next morning the yacht club was active, with sailors preparing for races and youngsters exercising the smaller sailboats and playing on the beach. We enjoyed the pleasant atmosphere until *Seek Ye First* arrived in Geneva and then, as a group of three vessels, we entered the canals and prepared to lock through.



Cayuga-Seneca canal traffic was typical for a weekend – our longest delay was twenty-five minutes before we were able to enter the double lock. Locking through went smoothly and those crewmembers who had not experienced the locks yet enjoyed it greatly.

SV *Tomfoolery*



We arrived at the northern end of Cayuga Lake late afternoon. Our destination for the night was Beacon Bay Marina – their depth off the docks was sufficient for our drafts (well, at the end of the docks) and had the capabilities to step *Tomfoolery*'s and *Seek Ye First*'s masts. When *Tomfoolery* visited Cayuga Lake on-the-fly in 2015, we did not know Beacon Bay even existed – just goes to show what a difference planning ahead can make.

Beacon Bay marina is located just north of the railroad bridge that goes over Cayuga Lake at its northern end. On the southern side of the bridge, a questionable cement break wall extends several hundred yards out into the water. To hoist masts, Beacon Bay ties a barge with their crane up to this break wall, and the sailboat ties up to the barge.

When we arrived at Beacon Bay, Isaac and I immediately noticed swimmers jumping off of the railroad bridge into the channel below. It *was* a hot day and our feelings of teenage rebellion were boiling for adventure. Despite signs threatening fines and after great debate and hesitation, Isaac and I ended up jumping off the bridge ourselves. I checked obsessively for boat traffic and finally just stepped off the rusty metal beam and survived the 20-foot drop into the water with flying colors. Isaac, however, jumped incorrectly and belly-flopped. His bruises changed different colors every day for the rest of the trip.



Beacon Bay is a motorboat marina. On shore, there were several barns, workshops, and run-down factory-like buildings. There were several large wooden boats, slightly smaller than the *Seneca Legacy*, rotting away on the stands. We visited inside a barn to find several friendly mariners sanding away at a significantly-sized sailboat – a small part of a large refurbishing project. The bathrooms were located inside one of the factory-like buildings, which was sketchy with its poorly lit, ominous hallways, and mysterious locked doors, to say the least. The shower pressure and water temperature were great through.

We enjoyed another vivid sunset and a short cruise at dusk.

The following morning, we undertook the challenge of stepping our masts alongside the questionable break wall and barge. Conveniently, there was also a considerable south wind, meaning there was no protection or shelter to keep the boats from rocking. Despite this, the staff was very knowledgeable and knew what they were doing, and all of us were able to raise our masts successfully.

After attaching booms, hoisting sails, re-provisioning at Frontenic Harbor and navigating out of the narrow channel at the northern end of the lake, we were able to make use of the south wind and enjoy some broad reaches – perfect for Junior Sailors to practice tacking and being helmsman.

Our first night was spent anchored nearby Coach Andrea Johnson's family cottage, just south of Aurora and sheltered by a point. There, the crews took delight in a picnic on shore, along with some competitive games of corn-hole, a brief beach bonfire, and swimming. (Isaac and I had the brilliant idea of towing an inflatable pool raft behind a motored dinghy – make-shift tubing.)

The next morning, we awoke to a hot, bright sun and absolutely flat water. Yes, it was a sailing trip – but it worked out since the conditions were perfect for actual tubing (with a tube that was intended to be towed behind a boat, not a pool inflatable) and jet skiing. *Ruthie* attempted to sail, but found that they could swim faster than the boat.



Crews motored to Taughannock State Park and anchored nearby shore – where everyone utilized their throwables and life-rings during a swim. Isaac, Henry, and I dinghy-ed into shore and hiked the trails to see Taughannock Falls, the tallest waterfall in New York state and eventually

ran into Captain Tom (we can't escape), Meg, and Coach Howard.

That night was spent in Ithaca at Allan Treman State Park – the same marina *Tomfoolery* visited in 2015. The state park has bathroom, shower, and pump-out facilities in addition to offering walking trails and picnic areas. Downtown Ithaca is more than a mile's walk away – but doable. *Tomfoolery's* crew was excited to see that two sister ships, Hull #159 and #259, call Treman home. (With a third sister ship, owned by our commander, joining them soon!)



Our slack day in Ithaca was also our first encounter with rain. Luckily, we are recreational boaters who are easily entertained by simply playing a competitive game of cards in the cabin. The rain held off long enough for Howard, Meg, Henry, Isaac, and I to walk two miles to Purity Ice Cream – a highlight of Ithaca. (We took a taxi back.)

Unfortunately, it was a day with intermittent rain and no wind – we motored out into the southern end of the lake to entertain ourselves for a short period of time. If you can recall, *Tomfoolery* ran aground motoring in the canal that leads into the canal where Treman Park is located. *Ruthie* and *Seek Ye First* both managed to do the same thing. (Perhaps some dredging is needed?)

The crews held yet another picnic on shore, right behind where the boats were docked.

Thursday morning, the crews began heading their way back home, and though skies were still gray, the south wind was more than sufficient for sailing. *Tomfoolery*, *Seek Ye First*, and *Ruthie* all raised their sails, but did not

get too far until all that was visible was a gray wall of rain. Upon further investigation with a weather app, a large yellow and red storm was brewing. (We're the blue dot in the screen shot below.)



Tomfoolery reduced sail area, turned on the motor, and hugged the west shore, soon being joined by *Ruthie* then *Seek Ye First* (who kept his sails up as long as possible). This thunderstorm was truly our closest encounter with death on this trip – it was a torrential downpour that reduced visibility to under 200 yards. Several inches of water filled the deck with the drains continually trying to rid of it. Keep your foul weather gear in your locker – you really don't know when you'll need it the most. Additionally, being out on a significant body of water with a 40-foot tall metal stick in the amount of lightning in that storm was probably not an ideally safe situation.



The wind was calm after the nearly hour-long downpour – the three vessels anchored out and rafted up nearby the Johnson residence for the night again. We collaborated our cooking and prepared a great meal aboard with plenty of variety and were blessed with yet another stunning sunset.

Friday presented blue skies and a south wind which made for a smooth downwind ride back to Beacon Bay where crews worked by the break wall (that was conveniently exposed to the wind again) taking down sails and lowering masts. *Ruthie* and *Tomfoolery* tied up at Beacon Bay to secure masts and wait out a surprise heavy rainstorm. (*Seek Ye First* pushed ahead and apparently had an exciting time navigating the turn into the canal in reduced visibility.) *Ruthie* and *Tomfoolery* caught up, and all three vessels locked through together under cloudy but dry skies. The earlier rainstorm had raised the canal level over a foot from where it had been just five days ago. Skippers agreed to spend their last night at Seneca Falls, located right along the Cayuga-Seneca Canal.

Seneca Falls offers free docking along its walls, free bathroom and shower facilities to crews, and shore power on its southern wall. The town was celebrating the 169th anniversary of the historically famous women's right convention that was held there in 1848 – so the Women's Rights museum was active and every store was filled with anti-Trump merchandise.

The crews opted to dine-out for dinner at a popular restaurant with a variety of choices on its menu – Parker's. The Corning Museum of Glass barge was also present in the canal – a piece of home away from home.

Saturday, the vessels finished motoring home. *Ruthie* was able to test out Seneca Yacht Club's new crane for stepping masts – they were successful and opted to sail to Watkins Glen from Geneva. *Tomfoolery* believed it would be possible for the crane to lift her mast as well, but Captain was hesitant to experiment with it in a west wind strong enough to create whitecaps.

After eight days of cruising, all vessels returned intact to Watkins Glen late in the afternoon. In conclusion, though

Ithaca is not the most exotic vacation destination in the world, it is very pleasurable to get away from the familiar scenery and spend a considerable amount of time just living and being on a boat. Any trip out of the marina can be a great adventure – if you make it one. Planning ahead also makes a difference when traveling via sea – had we not checked the canal postings or called marinas ahead of time, we might have ended up carrying out plan A, which was to head to Lake Ontario. We could have ended up stuck in a closed and flooded section of the canal, or out in the middle of the lake with no safe, dry port to return to.

Someplace is better than no place. Any experience is better than no experience. Cayuga Lake in many ways is a much more interesting lake navigationally than Seneca, especially in terms of depth. (*Tomfoolery* ran aground once, *Ruthie* also ran aground once, and *Seek Ye First* went above and beyond and ran aground like five times – we lost count. It's probably a good idea to stay in the charted channels and not see how physically close you can get to shore.)

Though water levels did not allow us to make it to the big lake this year, a trip like this to Cayuga is perfect for anyone who wants a taste of extended cruising and navigating – it provided us with more locking experience, allowed us to see new marinas and shores, exposed us to a variety of weather, and most importantly, got us away from home. Some may argue that it is a waste of money to boat somewhere you could easily drive in a short amount of time, but ask any of the *Tomfoolery*, *Seek Ye First*, or *Ruthie* crewmembers and they'll tell you it was worth it.

- Katie

The Last Word

By Tom Alley, SN



Whether we like it or not, summer is coming to its inevitable close. Already the days are shorter and cooler and I find myself spending as

much time thinking about things to do next year as I do about things we're to be doing next week. In prior years, I'd managed to get all "sailed out" by September, but this year it doesn't feel like that. I'm ready to just keep going, but I don't think the calendar is going to cooperate.

Several years of upgrades and enhancements have improved *Tomfoolery's* comfort and functionality. She is not only a cozy retreat, but also a seaworthy voyager. There is still more work to be done before she can carry her crew to truly distant destinations, but the voyage of commissioning is its own adventure and can be both exciting and gratifying.

For me, boating is as much about working on (i.e., tinkering with) the

boat as it is about sailing the boat. Through boating I've become a better carpenter, electrician, plumber, painter, rigger, mechanic, navigator, medic, programmer, cook and teacher. My next "boating" goal is to learn how to sew. (Anyone interested in teaching this old dog a new trick?) Oh, and along the way I learned how to sail, too.

For someone who is naturally curious, boating is a fantastic hobby. There are the physical skills to learn in seamanship and maintenance, but there is also the academic aspect when it comes to learn concepts behind things like navigation and electrical systems.

The greatest satisfaction, however, is not in amassing this large collection of skills and facts, but in being able to share them with others who have similar passions. Whether it's teaching a newcomer how to tie their first bowline, or if it's walking through the process of finding the root cause of an electrical issue with another boat owner, there is a sense of accomplishment when the other person responds with, "Ah hah!"

It goes without saying that there's a good deal of pleasure in being on the receiving end of the "Ah hah!" moments as well. Learning something new is liberating and helps expand our horizons toward the next objective.

So boating, like the seasons, is an exercise in give and take. We take in knowledge, process it, and then give it to someone else. The seasons give us great weather for boating, and then take it away for a while, but then maybe they're just giving us time to read up, learn, and share something new?

What are your plans for the off season? What do you want to learn? What have you learned that you can share with your fellow mariners?

- Tom

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As always, send your thoughts about this newsletter to:

editor@SenecaPowerSquadron.US

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Calendar of Events

September 2017

- 01 Seneca *Drum* September issue publication date.
- 02 Junior Sailing Race (1300)
- 08-11 Junior Sailing Barge Race Cruise
- 10-17 USPS Governing Board Meeting
Dallas, TX
- 16 Junior Sailing Race #4 (1300)
- 21 Bridge Meeting (1900), *Montour Falls Human Resources Complex, Room 115.*
- 23 Junior Sailing Race #5 (1300)
- 30 Junior Sailing Optional Race – FLYC Grape Harvest Race (1300)

October 2017

- 20 Oktoberfest (1830), *Fulkerson's Winery*
- 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

July 2018

- 01 Seneca *Drum* July issue publication date.
- TBA D/6 2018 Rendezvous. *Alexandria Bay, NY.*
- 21 Deadline for D/6 *The Deep 6* articles.

August 2018

- 01 *The Deep 6* summer issue publication date.
- 22 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.