



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

2017 is mostly behind us already and we have had quite an interesting year. The weather was a bit of a challenge, all summer long. In order to increase member involvement in meetings we tried changing up our meeting schedule – dates, times, places, but with only modest results.

We had mid-year personnel changes on the Bridge and a couple of members volunteered to fill in the gaps – thank you Charlie Fausold for filling in the XO position and Ray Margeson for filling in as AO.

Our class offerings of Seamanship and Piloting went well, and the ABC class, while small, was 100% successful. Junior Sailing saw three juniors return, two new juniors sign up (Jade and Robin), a new coach volunteered (Christa Wolf) but our two student leaders, Katie Alley and Maggie MacBlane, graduated from high school and are now off to college. Katie is attending Alfred University and Maggie is at SUNY Maritime College in the Bronx. That will mean some significant changes for the program, but I imagine we'll see them around for at least a couple of outings next summer. Best wishes to both of you!!

The only sailing for me this year was aboard OPB's as a Coach for Junior Sailing, and as you might expect, we experienced everything from brisk 25's to near



calm conditions. Working with and getting to know our Juniors has been a real privilege these last three years. A real bonus for me was to crew on *Tomfoolery* a few times, which hadn't happened in the last couple of years, and it was great to feel how solidly she sails and learn about her handling, which we will be able to apply to our Alberg 35, *Weeble*, next season.

The Barge Race on September 9th was a real treat for me. That was an event I'd never participated in and it was not disappointing at all. An opportunity to crew on Howard Cabezas' *Ruthie* along with Steve Howard, was the basis for an exciting and tiring day. We had a staggered start (slowest boats first) and with a cold and stout NNW wind we were making good time headed south to the barge, but to our dismay, both *Seek Ye First* and *Tomfoolery*, and a number of others, overtook us before reaching the barge and the run back upwind was to their advantage as well. We had our rail in the water a couple times as we alternately pinched and fell off on the way back to the Seneca Yacht Club. It was about six hours overall, we were exhilarated, somewhat exhausted, and thrilled to have been in the race and not finish dead last!!

Thanks Howard and Steve for a wonderful day of fellowship. It was good to get to know you both even more.

So, as we now look forward to the winter season with planned upgrades and thoughts for 2018, it is also a time where we can take some of those courses that don't require being on the water. USPS has developed a lot of online courses, seminars, and webinars for us at [USPS online-boating-education](#). It's a great way to keep on learning.

Our membership level is now at 69 active members; this year 15 members dropped out, but 12 new members have joined, two were Junior Sailors. We are financially stable and have a great group of dedicated and certified instructors and Vessel Safety Examiners. But as with most volunteer organizations, we have a core of people who are making things happen but we need everyone's help at some time or another. If someone asks you to lend a hand or even take an office,

please consider it. We offer premier educational opportunities, but can do so only if we have the support of our membership.

If you have an opportunity, please check out this video from our Chief Commander Louie Ojeda ([Chief Commander's Message](#)). In it he relays some pretty good news about the beginnings of a turn-around for USPS in general, with a modest increase in membership and a very stable financial base.

As Tom Alley and I head off to Fall Conference November 10-12, we look forward to seeing what the other squadrons in District 6 are up to; seeing old friends and making new; and will see what is trending and how that affects us.

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

By Charlie Fausold, SN-IN



The following is excerpted from an article written by Gary Emerson for the

Schuyler

County Historical Journal. For the full article including sources, please refer to [The Odessa File](#).

o o o o o

In the 19th century days of horses and buggies, area people could utilize lake ferries rather than travel around the lake to get to the other side. One of the earliest ferries on Seneca Lake was the Goodwin Ferry, owned by John Goodwin. It began operation around 1805, pre-dating the arrival of steamboats on the lake. The Goodwin Ferry carried passengers between Starkey Point on the west shore of Seneca Lake and North

Hector (Valois) on the east side.

The ferry was 80 feet long, 18 feet wide, and had a 65 foot tall mast. The ferry was used not only to transport people, but also wagons, horses, cattle, and goods such as soap, grain, coal, and fruit. Anywhere from twenty to eighty head of cattle could be carried on the boat. The Goodwin Ferry provided a convenient connection for people traveling between Auburn and Bath. The fare for a person was 25 cents. For a horse and wagon it was 75 cents. A herd of cattle was charged two shillings per head. If someone wanted to cross right away on a special trip, they had to give up a silver dollar. The ferry typically earned between twenty-five and fifty dollars a day.

The ferry took advantage of different sources of power including wind and human power manning the oars. If a passenger complained about being in a hurry, he was handed an oar and encouraged to help out. Eventually the

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Goodwin Ferry employed a one horse-power motor: a horse on a treadmill that powered a paddle-wheel. The horse was put to work on days when there was little wind. A real engine was added in the 1870s, allowing the ferry to cross the lake in twelve minutes. The ferry ran from sun-up to sun-down.

The Goodwin Ferry operated for five years without a state charter, but in 1810 Goodwin applied for and received a charter. It continued to operate until 1897, when competition with railroads made the ferry obsolete.

Frank Wood served as captain on the Goodwin Ferry for over thirty years, making his first voyage in 1867. On 16 June 1876, Wood had his best day, moving 208 passengers across the lake and collecting \$340 in fares.

Captain Wood never had a serious accident during his career, but he did have a

close call in 1886. Captain Wood and the Goodwin Ferry left North Hector for Starkey Point that day, even though a strong wind was already keeping most boats off the lake. On board was 18-year-old Fred Look, who managed the engine, and who later described the harrowing journey. Since the engine was used only on windless days, Look was on deck taking a turn at the wheel as the storm worsened. Waves crashed over the bow, making the 18-foot deck awash with water. The sails had been “reefed” (rolled and tied down to reduce surface area) because of the strong wind. The ferry was weathering the storm until a huge wave struck the boat, slapping it sideways as a loud crack signaled the splitting of the boat’s centerboard. Captain Wood took the wheel while Look and the other crew members frantically tried to fire up the steam engine.

Captain Wood decided to beach the ferry boat to save it. Wood shouted to the

crew, “Run ‘er up on the side hill – anywhere!” Before they could get up steam, the boat ran aground in gravel between Starkey Point and Big Stream. Stuck on the gravel and being pounded by wind and waves, the boat was in danger of being smashed to pieces. But the storm suddenly freed the boat from the gravel and it was once again afloat in the lake. Captain Wood had the crew anchor the boat until the engine was ready. Using the engine and the sails the men attempted to reach port, but the boat was too damaged. Twelve hours after they began their journey, the crew and boat made it to McKell’s Point where they anchored to sit out the storm. The ferry boat was later towed to Coal Point (now known as Salt Point) to a dry dock for repairs that took nine days.

- Charlie

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From the Assistant Education Officer

By Tom Alley, SN



Our SEO is tied up overseas for business, so I’ll fill in for Jim this issue.

In September, there was a meet-

ing in Dallas for the USPS Governing Board. It is one of two national meetings held each year for our organization. One of the traditional agenda items at this meeting is the presentation of national statistics for the USPS’s educational efforts. I thought it might be interesting to present a summary of this data here so that you would get an idea of how the Seneca Squadron matches up to both district and national numbers.

Looking at the raw numbers, things can be summarized like this:

- On average, District 6 has a significantly higher percentage of members completing advanced grade

courses when compared to the nation as a whole. (Between 10-20% higher!)

- Seneca Squadron also beats the national figures for advanced grade course completions, but is a bit behind the District 6 overall average.
- District 6 outperforms the national averages in a similar manner for elective courses, but the margin is not nearly as great (1-5% spread for established courses).
- Seneca Squadron lags both the district and national numbers for students completing elective courses in every category.

The next question to ask is “Why?” What do we do differently that either helps or hurts our performance against these metrics?

One area where Seneca shines is its on-the-water (OTW) program. We routinely get students from squadrons an hour (or more) away because they are looking for the hands-on experiences our OTW program offers. However, this only covers the Seamanship and Sail courses.

We have more challenges when it comes to our shoreside instruction. Our biggest problem has been getting the number of instructors needed to run these classes. While we have a number of very talented people in our squadron, when they are asked to teach we get the wide-eyed-look followed by the panicked, “Oh, I can’t do that! I don’t know enough!”

Well, if you have an interest in a topic and want to learn more, I’ve found that the absolute best way to learn a great deal about it is to TEACH the subject to someone else. Want to become an expert in coastal piloting? Teach a piloting class. (Don’t worry, if you volunteer to do this, we’ll pair you up with someone who is experienced both with the subject AND with teaching to help you.)

News From National

In my capacity as your assistant District Education Officer, I also get regular communications from the National Education Department. Some things that you will be hearing more about soon include:

- A new Instructor Development seminar for renewing the certification of our public instructors is currently in beta-testing and will be rolled out in February 2018.
- There are a number of new webinars available on the national web site. Six have a fee associated with enrollment, but three are free. Check them out now.
- The new, modular Seamanship course will be released very soon. Instead of offering one course, the material is available as 7 separate seminars. Completing all seven and taking the final exam will award the grade of “Seaman”.
- Work is well underway to modularize the Piloting class. The new sequence of modules has a working title of “Marine Navigation” and consists of seven modules.
- Like Piloting, Advanced Piloting is also being reworked into a modular format. “Advanced Marine Navigation” (again, a working title), is organized into five modules.
- Navigation classes now utilize *OpenCPN*, a *free* chart plotting and navigational planning software application that runs under Windows, Mac or Linux. There is also a stand-

alone webinar that covers this software and its features. This webinar has received favorable reviews.

This pretty much covers what has been going on at the USPS educational front. Please take some time and contact either me or Jim McGinnis with any questions or requests you might have.

See you in class!

- Tom
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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	Trailer and Docking
Self Study	Any Class	Any Class	Any Class	Any Class	Any Class	Any Class

Youth Committee Report

By Katie Alley, P

SV Tomfoolery



Perhaps the scariest thing every sailor faces around Halloween is the end of the boating season. It haunts us all summer

and finally catches up to us in the fall, and finally grabs us and overwhelms us with a great number of winterizing tasks

and projects. As we approach the end of the year, it is good to look back and reflect – what went well for us? What do we want to try again next year? What could we improve?

Since our last issue, several youth members participated in the annual 24-mile Geneva Barge Race aboard *Seek Ye First*, *Tomfoolery*, and *Ruthie*. The cool September day provided racers with an excellent 15 knot North wind. With a staggered start, racers made excellent

time downwind to the barge, many utilizing spinnakers. The upwind leg proved to be a true test of racing tactics. *Seek Ye First* passed *Tomfoolery* with less than 2 miles until the finish line, and took first place a whopping 1 minute and 45 seconds ahead of *Tomfoolery* (in a 5-hour race, may we add. I was little frustrated, to say the least.)

Junior Sailing has seen decreased attendance to Saturday races since the start of the school year. With many of our Junior Sailing veterans away at college, and

younger sailors balancing other high school obligations and commitments, it is time to ask how we can possibly modify the summer program – in particular, its time frame. We must look back to the original goal the Squadron had for Junior Sailing: To have more younger families join the squadron and increase our sustainability. How can we keep more youth and their families joining and staying engaged in Junior Sailing? This is a question we have pondered for a while now and will continue to ponder.

Despite my presence away from home, I have been able to make several appearances back to the marina this fall, and I know Isaac has as well. We certainly do have some committed juniors and coaches who continually support and enjoy the youth program – and to all of them, Seneca Junior Sailing thanks you sincerely. For four years now, we have passed on the love of sailing to members of a new generation of boaters.

As we pass the spooky times of October and enter November, we remember what we are thankful for. Without a doubt, this boating season has given us many voyages and memories to treasure and be thankful for. As I did last year, I would like to include some of the most amusing quotes I have heard around the marina this season. I wrote them down as I heard them, and I hope that you'll find them funny too.

o o o o o

“Wow, what a nice uniform!”

Captain Bill’s employee: “Tickets are still available for Captain Bill’s eleven o’clock sight-seeing cruise.”

o o o o o

[Early June]

“I mean, our dock neighbor went swimming so the water has to be a survivable temperature.”

“Yeah how much alcohol did he have though?”

o o o o o

[Cardboard Boat Race Weekend]

“I don’t like those things [drones]...they remind me of my government...always watching and spying...”

[talking to the ducks] “You guysssss crackers are no good for you two... empty carbohydrates are no good for you... no more... empty carbs, you guys have to find a different food source.”

[continues to feed crackers to the ducks]

[talking to the ducks who have made their scheduled regular appearance] “AW HEY KIDS is it the crack of dawn already?”

o o o o o

[newly varnished boat tied up in slip]

Dock neighbor: “Did you get a new boat?”

Boat owner: [laughs]

Dock neighbor: “You gonna take it out this year?”

Boat owner: “Awwwwwhhh that’s so much work.”

o o o o o

[excessive sneezing while holding a beer]

“Are you allergic to the lake?”

“No he’s allergic to beer, gimme that”

o o o o o

“You do know you could’ve tied a bow-line.”

“Yeah but I wanted to tie a noose.”

o o o o o

[No wind, sails are dangling, dragging fender with a line behind the boat while swimming]

“We’re tubing.”

o o o o o

“I’d ask my crew if they want to move the boat but they’ve jumped ship.”

“You’re the skipper. You could decide yourself.”

“No...can’t do that...then the crew could carry out mutinies.”

o o o o o

“We just turned on the AC on our boat.”
“You mean you opened the windows.”

o o o o o

“Yes, I renamed the boat when I bought it.”

“That’s bad luck – maybe that’s why your forestay broke.”

o o o o o

“What time is your mast scheduled to come down?”

“Oh some obscene hour...like 8:30 in the morning.”

“Practically the middle of the night!”

o o o o o

“We shouldn’t have given our skipper those two beers, now he’s asleep down below!”

o o o o o

“They’re not stale, just like, humidified.”

o o o o o

“Tonight we dine on fine china!”

[pulls plastic container, two plastic forks, and Chinese take-out from the galley]

o o o o o

“Is this party central?”

“It is Dock 4!”

o o o o o

“I got my main but it doesn’t fit in my sail cover... Mike says it looks like 10 pounds of sh*t in a 5 pound bag.”

o o o o o

“Hello, I’d like to place an order for delivery.”

“Okay, where to?”

“The Village Marina Dock 3”

“...Sure.”

“We’ll come meet you on shore.”

“Okay that might be good.”

o o o o o

“Ready about!”

[Crew starts yelling and shuffling positions frantically]

o o o o o

“Ready about!”

“Well hang on, we need to wait a hot second so that I can tie my shoe.”

o o o o o

[Struggling to exit and enter slip]

[hand Captain a piece of paper titled “Petition to dock *Tomfoolery* in the slip bow-first” with all of crewmembers’ signatures]

Captain: [scans paper and shoves it in his back pocket] “I’ll consider.”

o o o o o

“I turned 22 and started taking a daily vitamin and stopped going to NASCAR.”

o o o o o

“I looked at them and said, ‘aw come on guys, not in the galley’, and the minks left and went back on deck.”

o o o o o

[sailing in 0-5 knot winds]

“Are you sure you shouldn’t be using a storm jib?”

“It’s okay, I have two reefs in the main.”

o o o o o

“You’re going to do great things and change the world! And you won’t end up like some of us drunkards!”

“Only when I’m retired and live on a boat, right?”

o o o o o

“*Tark* is crossing the finish line... it is still Saturday.”

o o o o o

“If we put the spinnaker up now, we’re going to have to jibe it.”

“I came for a good time, not a long time.”

o o o o o

“Did Mike bring cheesecake for after the race?”

“No, it weighs his boat down too much and makes him too slow.”

o o o o o

“Jibe ho!”

[beers bottles clang]

o o o o o

[overheard on the radio]

“*Tark* will be rounding the first mark when everyone will be finishing the first lap.”

o o o o o

“Staying on the boat tonight?”

“No, I’ve stayed the past two nights.”

“Can’t stay a third?”

“No because then I’ll become a live aboard.”

o o o o o

[aboard *Ruthie* during a race]

“Oh, we passed *Seek Ye First!* Oh, we passed *Tomfoolery!* Because neither of them are here.”

o o o o o

Tomfoolery crewmember: [pulling a beer out of the galley] “Better go congratulate *Seek Ye First* for their SECOND place finish!”

o o o o o

And finally,

[spoken in the marina]

“I thought she went home.”

“This is home.”

o o o o o

Happy Holidays, and see you all back home next spring.

- Katie

From the Public Relations Officer

By Howard Cabezas, P

Ripples on water and a pair of sunglasses,
Crisp white sails and no work or summer classes,
Marinas and beaches and hearing the wind sing,
These are a few of my favorite things.

Adjusting the sails, adventures and learning,
Exploring and dreaming and loving and cursing,
Anchors and bowlines, sunscreen and throw rings,
These are a few of my favorite things.

Tillers and motors and anchors and keels,
Winches and depth finders, compasses and wheels,
Forecasts and dodgers and sailing wing on wing,
These are a few of my favorite things.

When the storms rage,
When the boom swings,
When I'm feeling sad,
I simply remember my favorite things,
And then I don't feel so bad.

Happy Sails,

- Howard & Meg

USPS News from National, District & More

Six-Month Free Trial Membership Program To End

USPS Headquarters

At its December 2016 meeting, the Board of Directors voted to eliminate the 6-month free trial membership program effective Dec. 1, 2017.

However, the 18 months of membership for 12 months of dues initiative will continue.

If you have questions, please contact Manager of Membership Services [Lena Padro](#).

USPS Awarded \$250K Grant

USPS Headquarters

The United States Coast Guard has awarded the USPS a \$250,000 grant to

establish the first of several "Training Centers" across the United States.

Training Centers will employ on-the-water teaching utilizing paid instructors. Locations will be determined by potential audience size and classes will be available to the general public.

Watch for details in future issues of the Ensign and in e-mailed news blasts.

Celestial Tools Updated

USPS Education Department

Celestial Tools V 5.6.4 includes feature enhancements and is available on the [ONCom Software and Tools web page](#). Email: [Stan Klein](#)

New AIS Electronics for Boaters Seminar Available Online

USPS Education Department

Want a better way to avoid collisions, especially in bad visibility near commercial vessels? Heard of AIS and want to understand more about it? The newest interactive online seminar at the \$15 special introductory price (**Use Coupon Code AIS15**) is just what you need. AIS Electronics for Boaters – See and Be Seen on the Water teaches you what AIS is, how it makes boating safer and more fun, how to use it, and the basics you need to decide what, if any, AIS electronics are right for you. Learn more at bit.ly/boatingonline. Email: [Eileen Rickard](mailto:EileenRickard@usps.com)

Read more: bit.ly/boatingonline

Record Attendance at US Sailboat Show

Scuttlebutt Sailing News

Published on October 13th, 2017

It felt more like mid-summer at City Dock, but the hundreds of sailboats, the huge white tents, and the thousands of people spending millions of dollars proved that it was in fact the 2017 United States Sailboat Show on October 5-9.

For 48 years the sailing industry has come to Annapolis (MD) from around the globe to show off their boats, equipment, sails, rigging, and accessories to an international market, and this year proved to be one of the best in the show's history with the largest temporary sailboat marina ever, land and tent spaces bulging at the seams, and consumer spending nearing an all-time high. The weather was hot and so were boat sales.

Attendance numbers confirmed the success of the 2017 US Sailboat Show by hitting the high water mark of the best attendance post-recession. "Historically, attendance at these shows is amazingly constant," said Paul Jacobs, president and general manager of the Annapolis Boat Shows. "But this year's show saw a one-year increase in ticket sales of 21.5%. The last year to eclipse that number of paid attendees was 2008. As the economy goes, so goes the industry and our boat show."

New this year, the American Sailing Summit in Annapolis welcomed renowned sailing experts as instructors for eight days of workshops, on-board trainings, and educational seminars presented by: Annapolis Boat Shows,



Blue Water Sailing, Chesapeake Bay Magazine, Cruising World, and SAIL magazines.

The workshops and full-day sessions were at or near capacity – over 250 new or inexperienced sailors got on the water in the First Sail Workshops, another 150 participated in Take the Wheel, and Cruisers University hosted 170 students in its one-to-four-day programs.

Of special note in response to Hurricanes Irma and Maria, the Annapolis Boat Shows partnered with Pusser's Caribbean Grille and Annapolis Waterfront Hotel to host a hurricane relief fundraiser. The event drew more than 350 donors and kicked off a two-week fundraising campaign by many in the marine industry.

Thanks to the generous support of more than two-dozen exhibitors, like-minded Annapolis businesses, and hundreds of boaters, "Hands Across

the Transom Hurricane Relief" and related in-show fundraising contributed \$240,000.00 to date. For more information...[click here](#).

The fourth annual Annapolis Boat Shows' Sailing Industry Distinguished Service Award went to not one person but two. Olaf and Peter Harken, founders of Harken, Inc. an international manufacturer specializing in performance sailing hardware, joined a small but important group of recipients: Alastair Murray, John Arndt, and Margaret Podlich, all of whom continue to make huge contributions to sailing both on and off the water. The award recognizes distinguished, continued, and unselfish service to the overall advancement of the sailing industry.

Source: Annapolis Boat Shows

5 Steps To Being Good Crew On A Sailboat

by Abby Bridges

SV Beach Flea

GenZ is on the water! It's hard enough being a teenager, but imagine spending 24/7 with your parents and brother in a 100-square-foot space! It would be easy to feel resistant, but as Abby Bridges explains, shifting her mindset from passenger to crew has made all the difference. Whether you're a teenager or a parent with kids aboard, or just find it hard to start pitching in around the boat, Abby provides 5 easy steps for getting more out of your adventure by being a good crew member.

How to be good crew

Aboard any boat, there is a functional hierarchy. A person is either the captain, part of the crew, or a passenger. The captain is responsible for the safety of the vessel and everyone onboard. The crew supports the captain in performing his/her duties, and assists in the operation and maintenance of the boat. A passenger doesn't have any responsibilities; he or she is just along for the ride.

When I first started sailing, I was a member of the passenger category. My dad is the captain, my mom is the first mate/chef and my 11-year-old brother is the cabin boy. As a passenger, I expected cruising to be a series of beaches and infinity pools, without any kind of physical labor involved. Once reality set in, I realized that despite the work effort, cruising is infinitely more fun if you are a part of the team. The mental transition from passenger to crew takes real effort, but I've found that it makes the end results that much sweeter.



Step 1 – Be hungry to learn

The first step in shifting your mindset from passenger to crew is having a desire to learn, and acting on it. At the beginning of my sailing days, I was against my parent's decision to cruise. I've come around now, but I remember being reluctant to do anything crew-related because I couldn't care less about the actual sailing part.

I can recall the exact moment that I changed my attitude. My parents and brother had just dropped the hook in a beautiful anchorage in Mexico after a long and tiring passage. They wanted to go into town to get some ice cream to celebrate our arrival. I was just about to climb into our dinghy when my dad, the captain of our boat, stopped me and said he was buying ice cream for only the crew, and that I didn't deserve it because I did nothing to help. As I protested, I watched my family go off to shore while I was stuck on the boat, deprived of any cold treats. I decided that from that moment on, I would strive to learn to be crew. Not just for ice cream, but because I wanted to truly be a part of our adventure.

Step 2 – Learn the lingo

One of the most important things in being an active crew member is speaking the same language. Sailing has its own lingo; it's almost a foreign language. Learning how to sail will be much easier once you understand words like mainsheet halyard, boomvang, or starboard. When my dad tells me to trim the port jibsheet, I do so without even thinking about it. A crew member must be able to handle many aspects of the boat quickly and efficiently. I needed to show the captain that I was ready for that responsibility, and that he could trust me and that started with understanding what is required. Now I take any opportunity to help and as I prove myself to my dad, he challenges me further.

Step 3 – Set your ego aside

Sailing requires teamwork. It is something that takes a large amount of involvement from many different people. There are roles of captain, 1st mate, 2nd mate, quartermaster, able-bodied seaman, ordinary seaman, chef, cabin boy, and way too many others to list. Each person is crucial to keep the boat afloat and running efficiently and there isn't room for egos.

A crew member must work well with others, and should obey any order given immediately, without question. The hardest part of being a crew member for me is to do just that. I am an extremely stubborn person who always wants the last word, so learning to shut up and take orders was very difficult, and it's still something I'm working on. Even if you disagree with the captain, I must not contradict the captain because he has the experience and the authority to make the right decision. Even disregarding the smallest order can compromise the safety of the entire crew. I had to learn that if the captain tells you to do something in a firm tone, it is just because it's a matter of urgency, not because they're being mean. Mentally giving the captain control is something that takes great maturity, and once you can do that, you are officially part of the crew.



Step 4 – Take responsibility

A great benefit to being a crew member is that you can give input towards many decisions, whereas a passenger has no right. Ultimately, the captain makes the choice, but often he regards the speculations of the crew. As a crew member, I am respected by adults in a way that a fifteen-year-old ordinarily wouldn't be, and trusted to make larger scale decisions. Of course, my parents aren't handing over the charts and compass completely. They still have the final say, but I feel like my opinions are valued, and my parents' idea to sail around the world isn't theirs alone; it's become my adventure too.

Step 5 – Reap the rewards

Knowing that I took part in sailing our boat from California to Mexico and then to the South Pacific leaves me with a feeling of deep accomplishment. I know it's because the things we are most proud of in life are the things we work hard for. My dad asks me every day if I want to be Passenger or Crew. I've made my choice and I don't regret it for a second. I don't even care about the ice cream...as delicious as it is.



Abby Bridges is a fifteen-year-old sailor who is currently cruising in the South Pacific with her family of four aboard their Gulfstar 50, Beach Flea. She enjoys surfing, SCUBA diving, and doing backflips off the side of her boat. Follow her on Instagram @abbygbridges or check out her family's sailing adventure at www.beachfleas.com.

This article was posted on www.YoungAndSalty.com on October 13, 2017.

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 (or our marina contract) 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 plenty exciting.

Most of you have read the tales of our mechanical and rigging issues, some of which resulted in far more excitement than was expected. On the more mundane side, this summer saw replacement of the majority of the plumbing for *Tomfoolery's* pressure water system, a total rewiring of her shore power system, and a significant modification to her DC power system. Oh, and we commissioned a new refrigerator, too.

That last item was probably the single biggest contributor toward improvement of the quality of life aboard our fair sloop while cruising. While we have to be far more vigilant with our batteries, we also enjoy the luxury of a more spacious ice box (no more ice blocks!) and beer that is always cold.

On deck we've added a second pair of winches to the cockpit, greatly relieving the congestion we've experienced for a couple of decades during races and fully-crewed cruises. We've also actually tested our emergency tiller system (*not* because we had to) and found that it actually worked!

The focus this winter will be to address some maintenance items that have come due. We'll be doing some rigging and some refurbishing to the steering pedestal for starters. Also high on the project list is to make some modifications to the interior cabinetry to turn some dead spaces into additional storage lockers.

We might be hauling out soon, but thank goodness for "To-Do" lists. Otherwise, it would be a long 6-7 months during the "off" season.

See you in the boat yard!

- Tom

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As always, send your thoughts about this newsletter to:

editor@SenecaPowerSquadron.US

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Calendar of Events

November 2017

- 01 Seneca *Drum* November issue publication date.
- 01 *The Deep 6* fall issue publication date. (D6)
- 10-12 District 6 Fall Council & Conference, *Oswego, NY* (D6)
- 14 Bridge Meeting (1900)

December 2017

- 19 Deadline for *Drum* Articles

January 2018

- 01 Seneca *Drum* January issue publication date.
- 09 Bridge Meeting (1900)
- 15 Deadline for D/6 *The Deep 6* articles. (D6)
- 21 Change of Watch (1300), *Riverside Holiday Inn, Elmira, NY.*

February 2018

- 01 *The Deep 6* winter issue publication date. (D6)
- 13 Bridge Meeting (1900)
- 16-19 Central NY Boat Show, *Syracuse, NY.*
- 18-25 USPS Annual Meeting, *Orlando, FL.* (National)
- 22 Deadline for *Drum* Articles

March 2018

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

April 2018

- 10 Bridge Meeting (1900)
- 15 Deadline for D/6 *The Deep 6* articles.
- 20 Deadline for *Drum* Articles
- TBA D/6 Spring Conference & Change of Watch (D6)

May 2018

- 01 Seneca *Drum* May issue publication date.
- 01 *The Deep 6* spring issue publication date. (D6)
- 08 Bridge Meeting (1900)
- 19-25 Safe Boating Week (National).

June 2018

- 12 Bridge Meeting (1900)
- 15-16 Waterfront Celebration & Cardboard Boat Race, *Watkins Glen, NY.*
- 25 Deadline for *Drum* Articles

July 2018

- 01 Seneca *Drum* July issue publication date.
- 10 Bridge Meeting (1900).
- TBA D/6 2018 Rendezvous. *Alexandria Bay, NY.* (D6)
- 21 Deadline for D/6 *The Deep 6* articles. (D6)

August 2018

- 01 *The Deep 6* summer issue publication date. (D6)
- 12-19 USPS Governing Board Meeting, *Minneapolis, MN* (National)
- 14 Bridge Meeting (1900).
- 23 Deadline for *Drum* Articles

September 2018

- 01 Seneca *Drum* September issue publication date.
- 11 Bridge Meeting (1900).

October 2018

- 09 Bridge Meeting (1900)
- 25 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.