



THE DRUM



A Publication of the Seneca Sail & Power Squadron

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Annual Meeting and Change of Watch

Sunday, January 21st, 2018 at 13:00

Riverfront Holiday Inn
760 E. Water St., Elmira, NY

Buffet style meal. \$25/person.

All members and guests welcome!

RSVP by January 14th

From The Commander

By Mark Erway, AP

View From The Bridge

Fall and winter are interesting times of the year for us boaters. Fall starts with knowing that the season is winding down and followed by the anticipation of determining which cruise on the water will be the last one of the year. Soon it's time to strip things off the boat that took months to put on and then stuff the car so full there's barely room (or no room) for you and your first mate. Followed by the winterizing routine, which paves the way for a period of depression that is interrupted by Thanksgiving and the Holidays. Oh yeah, the Holidays. Hope springs eternal for my Christmas wish list! And riddle me this, Batman, why don't signal flares ever show up on a 50% Black Friday Special???

For many people, a little spare time shows up in the schedule, and maybe you can take a course or two over the winter, learn about marine wiring, or weather forecasting, how to use a sextant or even become a Vessel Examiner. It's a good time to formulate a plan for 2018 as you think about maintenance and upgrades and spreading those expenses out – yes, you own a B.O.A.T. (Bring Out Another Thousand). I've got to tackle a standing rigging upgrade; reconfigure shore-power circuit (new deck receptacle, replace circuit board); rewire/replace portions of the DC circuit; replace hoses in the head; fix damaged sections of the wooden toe rail; find out what makes the grinding noise in the steering system; repairs to some gouges in the hull, and a



bunch of other smaller things. Thankfully I'll get by with a little help from my friends and lots of internet research.

Speaking of internet, if you haven't discovered OpenCPN yet, it's a tremendous program for helping you out with cruising plans. Last year I took the opportunity and enrolled in the USPS online ABC course. With a couple hours of study and review I took the test, passed it and got my notification right away. I found the information gained there was helpful as a Vessel Examiner as well as background for conversation with boaters.

2018 is a year with more changes coming and with great possibilities, too. I am hoping that we will have a few water front events that are open for public participation, such as a flare-up and PFD demonstration. During the Cardboard Regatta, there is a great opportunity to have an information table and maybe even sponsor an entry again this year. We can also reach out to the general boating public through planned Vessel Safety Check opportunities at one or more of the five different marinas just in the Watkins Glen area. Our educational offerings will include Sail, Advanced Piloting, Junior Navigation, Engine

Maintenance and Anchoring, and don't forget that there are a whole host of online classes and seminars with which to challenge yourselves.

During the year 2017, we had a net loss of 5 members taking us from 74 to 69. Of those listed as active members, many are family members, under 18 and apprentices, but we have a good core of active boaters who have a great deal of potential, and my sincere hope is that we will find ways to combine our instructors, vessel examiners and seasoned spokespersons with some of our newer members as we reach out our own membership and to the public. In order to maximize our effectiveness, we are working on a calendar for the year so that all of us will be in much better synchronization that we were last year and at the January 9th Bridge meeting we will be going over those details.

Tom Alley and I are both serving at the District level in 2017-2018. Tom is the Assistant District Education Officer and I am serving as Secretary. In November, the District held its Fall Council and Conference in Oswego. Chief Commander of United States Power Squadrons, Louie Ojeda, and his wife Dot, both attended for the three days of meetings. C/C Ojeda told us that the national headquarters continues to analyze needs and services, combine and reduce departments, and is working to decrease expenses. They are also transitioning into more online offerings of seminars, classes, are expanding the Digital Media Library, and are working on an extensive re-write/reconfiguration of existing courses to bring them up to date and more amenable to today's schedules and uses of electronics. With that in mind, each Squadron still needs to fulfill its three-fold purpose of recreational boater education, service to our communities,

and friendship in our boating community. That takes a lot of effort, coordination and cooperation and we will do our best this coming year.

As I take a look ahead at 2018 it is full of promise and possibilities, twists and turns. As many of you know Annie and I became owners of a 1963 Alberg 35 sailboat last summer, but due to some unforeseen circumstances it will be homeported out of the Treman State Park in Ithaca, which will separate us from many of the activities and camaraderie at the Village Marina. But despite that twist, it will offer us an opportunity to make new friends and acquaintances and help support the Ithaca Sail and Power Squadron and perhaps we'll discover ways to combine efforts and support each other. Additionally, as a member of the U.S. Coast Guard Auxiliary, Flotilla 2-2 in Ithaca, there may be even more ways to combine our strengths and support each other's efforts in promoting safe boating through education and cooperation. It's amazing to see what can be accomplished despite what first seems to be a setback. It's important to make lemonade out of lemons. That's the basis of our piloting and navigation classes. We study the charts, plot a course and if conditions change, we need to alter course and establish a new plot to get to our destination, ship and crew together.

Many, many thanks to all of our members who give of their time, talent and resources. 2017 was a good year, and 2018 is full of promise.

Regards,

- Mark, SV Weeble
cmdr@SenecaPowerSquadron.US

The Drum

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

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Annual Meeting & Change of Watch

By Mark Erway, AP

As Commander, I want to personally invite you to come to the 2018 Change of Watch.

On Sunday, January 21st, our Squadron will begin to gather at 1:00 pm for our Annual Change of Watch. The location is the Elmira Holiday Inn-Riverview, 760 E Water St, Elmira, NY 14901. ALL members and their guests are invited to attend. The event includes a buffet-style meal at a cost of \$25.00 per person.

This is a business meeting which includes election of officers and executive committee members, with guest District Six Executive Officer, Nancy Bieber, officiating the installation.

What happens at the Change of Watch?

- Elected and appointed officers give complete reports on activities within their responsibility.
- The Commander's report outlines what has been accomplished by the squadron.
- A complete financial report is made by the treasurer, which is accepted after approval of the auditing committee.
- All appointed officers are discharged with thanks by the retiring commander.
- The report of the nominating committee is read to the membership. The secretary then asks for any nominations as prescribed under the bylaws.
- The Commander then surrenders to the senior national or district officer present.
- The new Commander is then inducted by the district officer

followed by the swearing in of the new bridge.

- The district officer surrenders the meeting to the Commander and new business is taken up, and the squadron moves forward under its new leadership.

This is a good time for all members to gather and hear the latest news about the squadron, to participate in the development of our plans for the new year and to hear about new developments coming from national. It's not about pomp and circumstance but about what makes us a great squadron!! Please join us for this kick-off meeting of the new year.

Hope to see you there,

- Mark

From the (Acting) Executive Officer

By Charlie Fausold, SN-IN



Living on the lake has meant that over the course of two generations our family has

acquired a small fleet of boats. My Dad's vintage Penn Yan inboard/outboard is great for skiing and motoring about. A Super Swift of the same era – O'Day's version of a Sunfish – is a blast to sail on those boisterous days when all but the largest boats stay off the lake. Sailed carefully on a broad reach it's possible to plane across the wave crests. A couple of kayaks are great on calm evenings.

But the true object of my heart's desire – the boat my wife refers to as “The Other

Woman” - is *Moring Glory*, my 1974 Venture of Newport 23' swing-keel cutter. This is the boat that inspired me to join USPS and eventually earn my full certificate. From dealing with a rotten deck core to the finer points of Course Made Good and finding the Center of Effort, *Moring Glory* has taught me a lot.

Moring Glory is certainly more than a dinghy. With bunks, a table, a small head and pop-top cabin it is possible to overnight on her, and I have. But she is not a cruiser. You're not going to set a course for Geneva, turn on the autopilot and go below for a cup of tea.

That being the case I have often felt the pangs of that dreaded mariner's disease, “2-

footitis.” You know, the desire for a new boat that is two feet longer than the one you have. A larger, more stable boat would be more comfortable, might mean that I would sail alone less often, and allow me to spend more time on the water. But of course, a larger boat is more diffi-



Photo 1: The Northeast Dory.

cult to launch, requires more maintenance and ultimately more expense. Most mariners face this dilemma sooner or later.

My current thinking leads me in the opposite direction – to a smaller, more versatile boat. Specifically, a Northeaster Dory, modeled after the 19th century fishing dories that plied the coasts of Massachusetts Bay, especially around Nahant and Swampscott. Lightweight and stable they can be rowed by one or

two people, and can even be fitted with a sliding seat. For sailing, you have the option of a sloop or lug rig. Thus, depending on weather and mood, the Northeaster Dory provides both exercise and relaxation.

Perhaps best of all, you build your own from a kit from Chesapeake Light Craft. To a new retiree looking for a hobby this is quite attractive. Santa brought me a replica one-eighth scale model to practice on this winter.

I need to clean out the garage before I can begin this project, and I'm not ready to give up *Morning Glory* just yet. So, if there is a moral to this little story it might be that the best type of boating is one that fits the skipper's current situation, which – for me at least – changes over time. What is the right boat for you?

- Charlie

XO@SenecaPowerSquadron.US

From the Assistant Education Officer

By Tom Alley, SN



As some of you know, I collect quotations. Some come from well known sources, others from the more obscure or

even the unknown author. One that comes to mind as I write this is:

Good judgement comes from experience, but experience comes from bad judgement.

Each of us carries with us a certain level of "experience". Some of us (like this author) carry more than we sometimes want to publicly admit. The beauty of experience, however, is that it can be passed along to others without necessarily requiring the same level of pain assessed to the one who learned the lesson originally.

This passing of experience is the basis upon which our on-the-water (OTW)

program is built. We create an environment where the price of a mistake can be carefully controlled. This brings to mind another quote from my collection:

"If you think education is expensive, try ignorance." – Derek Bok

Your "tuition" in a hands-on learning environment might come in the form of embarrassment at not doing something properly in front of your instructor and fellow students. This cost pales in comparison to the price of an incorrectly tied hitch when you are securing your boat to a dock during a storm!

Having thus set the stage, I can announce that the Seneca Sail & Power Squadron Education Department has a number of classes queued up in 2018 so that you can increase your experience in a very economical manner!

Check elsewhere in this newsletter for details, but in general, here is what is being planned:

- **Advanced Piloting** – Begins in February and will run through the middle of April.

- **Junior Navigation** – Begin in late spring and run through the early fall. The course will begin with taking sights so that we can get this chore completed while the weather is nice!
- **Sail** – May through early July 2018. This class is split between the classroom and on the water so that you can see, feel and do various sailing exercises.
- **Navigation** – 2019.

In addition, one of our members has volunteered to present a short seminar on Boat Canvas work. While your first project might not be the ultimate dodger/bimini/cockpit enclosure, you can certainly learn how to fix those tiny tears and holes that occur with all canvas. Details of this seminar are in a later section of this newsletter.

See you in class!

- Tom

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Long-Term Class Schedule

Seneca Education Department

Courses	2018	2019	2020	2021	2022	2023
Public	ABC	ABC	ABC	ABC	ABC	ABC
Basic	Sail	Seamanship	Sail	Seamanship	Sail	Seamanship
Advanced Level	Advanced Piloting	Piloting	Advanced Piloting	Piloting	Advanced Piloting	Piloting
Senior Level	Junior Navigation		Navigation		Junior Navigation	
Electives	Engine Maint.	Cruise Planning	Marine Electronics	Electronic Navigation	Instructor Training	Marine Comm.
Seminars	Anchoring	GPS Nav	Power Boating	Paddle Smart	Trailer and Docking	Partner in Cmd.
Self Study	Any Class	Any Class	Any Class	Any Class	Any Class	Any Class

From the Public Relations Officer

By Howard Cabezas, P

The United States Power Squadron is going through a rebranding right now to help growth in the local Squadrons. We are headed towards America's Boating Club. So, for the time being we can use both logos, as we phase out the old logo and head towards our new logo. Our old logo is on the left and the new one is on the right. We will need to plan as a Squadron as to whether we use both as the transition is happening or if we make the jump right over to the new one. This means anything that we used the old logo on will need to be updated with the

new logo. This will take some time to get everything switched over. We will also have to look at what we will be called in this new branding. A sample that national used was "America's Boating Club® of Rockville". We will have to discuss this at our next meeting. Also, I have some material from National on the new branding that I will

show at the next meeting.

Happy New Year, Howard

- Howard & Meg



USPS News: Local, District, National & More

Sewing Seminar – What Does It Take to Start DIY Boat Canvas Work?

By Don Kloeber

Who: Any USPS member

When: Jan 17th @ 7:00-9:00 pm.

Where: Don Kloeber's Basement
54 Antler Rd.
Big Flats, NY 14814

Instructor: Don Kloeber

Cost: Bring a snack or beverage to share with your classmates

RSVP: No later than Jan 15th

This will be a very informal discussion, Q&A around DIY boat canvas work

Note: This will not be a comprehensive "How To" tutorial but will rather start with the basics of what does it take to get started and should be helpful for anyone trying to decide if they want to make the commitment or have already decided they want to start doing their own canvas work but not sure where to start.

Potential topics include:

- Sewing Machines – features & options
- Useful Tools
- Work Area Set-up
- Sources – machines, fabrics, accessories
- Resources – Learning aids

Please RSVP by Monday, January 15th, if interested – phone or email:

Don– (607) 857-0154 (cell)

or

dkloeber@stny.rr.com

Cruisers Wanted

By Tom Alley

Once again, the District 6 Rendezvous will be held in the Thousand Islands. This time, activities will be on the American side of the waterway in Clayton, NY. A number of people from the Seneca Squadron are planning to travel there by boat to attend.

If you are interested in enhancing your cruising skills and augmenting your boating experience, please consider joining our fleet for the trip to Clayton and back this coming summer.

Our itinerary will take us through the New York Canal System, across Lake Ontario and into the St. Lawrence Seaway. If the trip sounds intimidating, keep in mind that you will be in the company of experienced cruisers the entire way.

If you are interested, please contact Tom Alley

(aseo@SenecaPowerSquadron.US) for additional information.

Advanced Piloting Class

By Seneca Education Department

Advanced Piloting is the follow-on course to Piloting where you can refine your navigational skills using both traditional (paper charts) and electronic (GPS, laptops, and electronic plotters) means to plan and execute voyages.

Who: Any USPS Piloting graduate

Where: Watkins Glen Public Library

When: Tuesday evenings beginning February 13th at 7:00 p.m.
Classes: 2/13, 2/20, 2/27, 3/6, 3/13, 3/20, 3/27, 4/3, 4/10, 4/17

Lead Instructor: Charlie Fausold

Cost: \$80 (USPS member)

RSVP: Register no later than February 1st, 2018.

Sail Class

By Seneca Education Department

The Sail class is an elective course where you learn the theory and practice of sailing. This course is split between the classroom and aboard various instructors' boats.

Who: Any USPS member or guest.

Where: Classroom TBD
OTW at the Village Marina

When: Tuesday & Friday evenings.
Classroom: 5/8, 5/15, 5/22
OTW: 5/25, 6/1, 6/8, 6/15
Classroom: 6/19, 6.26

Instructors: Dave Dawson-Elli & Tom Alley

Cost: \$75 (USPS members)

RSVP: No later than April 16th.

Junior Navigation

By Seneca Education Department

The Junior Navigation class, or "JN", is the first of two classes that focus on offshore navigation. This is an intensive course where you will learn how to use a sextant to navigate without terrestrial landmarks or aids to navigation.

Who: Any USPS AP class graduate

Where: TBA

When: Field work will begin June 23rd and continue through the summer. Classroom sessions will begin in September and run through early November.

Instructors: Tom Alley
Jim Morris

Cost: \$150 (USPS members)

RSVP: No later than June 1st, 2018

What Is Cooperative Charting?

Stf/C Judy Swanson, SN-CN

As defined by the USPS website it is defined as the following:

The Cooperative Charting Program of the United States Power Squadrons is conducted in close coordination with the Marine Chart Division, National Ocean Service (NOS), National Oceanic and Atmospheric Administration (NOAA) of the U.S. Department of Commerce, The United States Coast Guard, and The United States Army Corps of Engineers. The Program is a major public service of USPS. Under it, members supply information to the above agencies, leading to corrections to nautical charts and Coast Pilot publications

The Cooperative Charting Committee also maintains a Geodetic Program. Geodetic marks are highly accurate reference points established on the surface of the earth by local, state, and national agencies. Maintenance and preservation of these marks is of utmost importance to users of the net and to NGSD, recognizing that many valuable geodetic marks are destroyed by construction, new roads, erosion, or for other causes. Our job is to locate each of these marks and report their

condition together with the information needed to identify the location.

All detailed information has been updated this year and is available at the following link:

[https://www.usps.org/images/Nautical Program and Reporting 28 July 2017 B.pdf](https://www.usps.org/images/Nautical%20Program%20and%20Reporting%2028%20July%202017%20B.pdf)

However, after all that serious talk and great contribution we do for the boating public, it really is a lot of fun. It's a great excuse to get your boating friends out on the water with you with dinner after, of course. The actual finding of discrepancies is easy. The work is in the verification.

First, you need a chairperson or two. Second, you need a boat. Third, you need some friends to come along for a fun afternoon. Then you will need to choose a body of water that has some navigation aids on it, for which to search.

Next get a current chart and someone who is familiar with reading charts for the area you have chosen. It can be one whole chart or a section depending on the density of items to find. Make a list of all the navigational

items you see on the chart in geographical order. When it is spotted take a good look and see whether it is at the same latitude and longitude as it is on the chart. Or maybe it is missing, Good to report, as well. When you find a discrepancy describe it, note the location, and take pictures of it. If it is missing take a picture of the empty location with some scenery for identification. That is all there is to it for that day.

Hopefully, your chairperson has agreed to take on the reporting. That means writing it up in a specific way in order to submit the discrepancy to NOAA. All the information you need is in the above link.

The second project for the Cooperative Charting Committee is Geodetic marks checking. Unfortunately, I have never done this and can not be much help but I know there are many of you that do. The process is about the same. It would be great to plan an outing this spring before boats go back in!

- Judy

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40 Million Fire Extinguishers Recalled: Check If You're Affected

by Don Kloeber, Vessel Safety Chair

MV Baccus

The following has been reported on NBS's Today and many other media outlets.

If you have a fire extinguisher in your boat, PWC, RV or home to keep your family safe, check the label. There's a massive recall of fire extinguishers made by Kidde because they may not work when you need them most.

The recall announced in November by the U.S. Consumer Product Safety Commission involves about 37.8 million Kidde fire extinguishers, plus 2.7 million in Canada. That covers 134 models of Kidde plastic handle fire extinguishers manufactured between 1973 and 2017; and eight models of Kidde push-button Pindicator fire extinguishers made between 1995 and 2017.

Visit [CPSC's website](#) for the full list and instructions on how to find the date code, model number and other information on your Kidde unit. Note: there is actually 4 lists of affected extinguishers one each for plastic handle and push button (smaller PWC use) extinguishers in US and Canada.

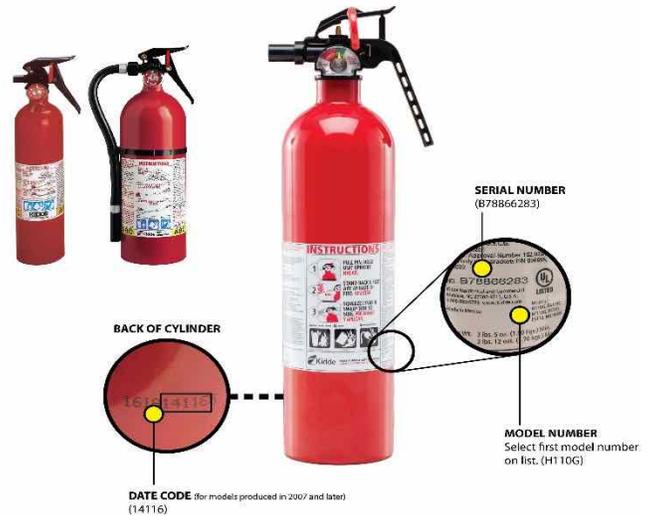


Kidde Customer Service at 1-800-848-2292.

If you have one of the recalled units, you should immediately contact Kidde to request a free replacement. Call Kidde at **(855) 271-0773** or visit the [Kidde website](#) for more information. The new extinguisher will have a metal handle.

If you have an extinguisher that does not appear on the US list it is recommended that you also check the Canadian Model Lists found on this [Kidde Product Safety Recall Website](#) as there are some models that appear on the Canadian lists and have found their way to US markets. I experienced some difficulty returning a Canadian model as the US reps & website did not contain the model # and the Canadian reps & website would not accept a US address to ship to replacement to. I was successful after calling

You don't need to provide proof of purchase for your recalled fire extinguisher and the company will mail you the replacement. Kidde estimates the unit will be shipped within 10 to 15 business days. Kidde advises to keep your current extinguisher until the replacement arrives as they will provide a pre-paid



shipping label to return the recalled extinguishers in the packaging provided.

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Why Are There 5,280 Feet In A Mile?

By Sam Benson Smith

Readers' Digest Online

Nearly every country in the world uses the metric system as its official system of weights and measurements. Yes, fellow Americans, we are among the exceptions to this rule, but there's no use crying over a spilt liter of milk. The customary system has its own cool history, well, one unit of the customary system does: The mile.

According to Mental Floss, the modern mile has origins in Roman antiquity. The term "mile" is derived from the latin *mille passum*, meaning "a thousand paces." A pace, in Roman

times, was equivalent in length to five human feet lined up from toe to heel. Romans happened to be a bit smaller than modern humans, so 5,000 Roman "feet" would equate to about 4,850 modern human "feet." That means the entire road system of the Roman empire (over 250,000 miles of roads) consists of over 1.25 billion "feet."

While the basis of this measurement was Roman, the jump of 280 feet was positively British. In 1592, Parliament wanted to standardize the measure-

ment of the mile and made the decision that it should be equal to eight furlongs. Furlongs, which are still used as a unit of measurement in horse racing, are 660 feet long. 660 times eight equals, you guessed it, 5,280.

Without Romans, there would be no name nor baseline for the mile. Without the British, it might be a more rounded length.

o o o o

The Last Word

By Tom Alley, SN



Christmas is still about a week away as I write this, but you won't be reading this until the Holidays have pretty much been left in our collective

wakes. I hope yours were good and that you got to spend some relaxing time with friends and family. (For that matter, I hope I did, too!)

With snow on the ground, we're deep into the "planning and scheming" season for boaters in the northern parts of our country. The many friends and crew of *Tomfoolery* are no exception as we begin kicking around some ideas for a long-term project to embark upon in the coming years. One idea has taken hold, and I'm sure you'll all hear about it as plans flesh out and we work through the various logistical challenges we're bound to face.

As Commander Mark mentioned in his column at the beginning of this

newsletter, I have no doubt that *Tomfoolery's* crew will be replottting the course toward the crew's goal more than once as we encounter lemons that require some squeezing. We're sailors. It's what we do. As the winds shift, we adjust the sails, adjust the scope of the anchor rode, or use a bigger bilge pump, whatever the situation warrants.

Hopefully we don't find ourselves reaching for the bigger bilge pump too often, even though those situations make for the best yarns to share with friends over some appropriately spirited beverages.

But this sharing of sea stories has a purpose. Aside from the (extremely important) task of bringing a smile to the faces of our friends, these tales of adventure also "reduce the tuition" our friends will have to pay to gain experience we might have paid dearly to receive.

So please share your stories. Do so over food and drink with your friends, but I also invite you to share them in our newsletter. These stories not only entertain, but educate as well. These stories are key in helping us all adjust

the courses we plot for our vessels and our lives.

So, the next time you hear someone say, "Don't do that. Trust me on this." I challenge you to say, "Do tell; why?" Better yet, have them jot down the story to share with all of us.

As we wait out the colder weather, I look forward to hearing your accounts and adventures and to sharing them (with credit or anonymity, as required) so that we can all smile as we await warmer days in the boatyard.

Hope your holidays were satisfying. Wishing all of you great things in the New Year!

- Your Editor, Tom

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As always, send your thoughts about this newsletter to:

editor@SenecaPowerSquadron.US

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Calendar of Events

January 2018

- 01 Seneca *Drum* January issue publication date.
- 09 Bridge Meeting (1900)
- 15 Deadline for D/6 *The Deep 6* articles. (D6)
- 17 Boat Canvas Work Seminar (1900), *Kloeber residence. RSVP by 1/15.*
- 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)
- 13 Advanced Piloting class begins (1900), *Watkins Glen Public Library.*
- 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)
- 13-15 D/6 Spring Conference & Change of Watch (D6)
- 16 Deadline for D/6 *The Deep 6* articles
- 20 Deadline for *Drum* Articles

May 2018

- 01 Seneca *Drum* May issue publication date.
- 01 *The Deep 6* spring issue publication date. (D6)
- 08 Bridge Meeting (1900)
- 08 Sail course begins (1900), *location TBA*
- 19-25 Safe Boating Week (National)
- 25 Sail OTW training begins (1900), *Watkins Glen Village Marina*

June 2018

- 12 Bridge Meeting (1900)
- 15-16 Waterfront Celebration & Cardboard Boat Race, *Watkins Glen, NY.*
- 23 Junior Navigation class begins (1000), *Watkins Glen Village Marina*
- 25 Deadline for *Drum* Articles

July 2018

- 01 Seneca *Drum* July issue publication date.
- 10 Bridge Meeting (1900).
- 21 Deadline for D/6 *The Deep 6* articles. (D6)
- 28 Departure of the fleet for Lake Ontario and D/6 Rendezvous

August 2018

- 01 *The Deep 6* summer issue publication date. (D6)
- 01-03 D/6 2018 Rendezvous. *Clayton Yacht Club, Clayton, NY.* (D6)
- 09 America's Boating Course Session #1 (1900), *Watkins Glen Yacht Club, Watkins Glen, NY*
- 11 Return of the fleet from Lake Ontario and the D/6 Rendezvous
- 12-19 USPS Governing Board Meeting, *Minneapolis, MN* (National)
- 14 Bridge Meeting (1900).
- 16 ABC Session #2 (1900), *Watkins Glen Yacht Club*
- 18 ABC OTW session (1000), *Watkins Glen Village Marina*
- 18 ABC final exam (1300), *Watkins Glen Yacht Club*
- 23 Deadline for *Drum* Articles

September 2018

- 01 Seneca *Drum* September issue publication date.
- 05 Junior Navigation classroom sessions begin (1900), *location TBA*
- 11 Bridge Meeting (1900).

October 2018

- 09 Bridge Meeting (1900)
- 21 Deadline for *The Deep 6* articles
- 25 Deadline for *Drum* articles

November 2018

- 01 Seneca *Drum* November issue publication date.
- 01 *The Deep 6* fall issue publication date. (D6)
- 02-04 District 6 Fall Council & Conference, *Oswego, NY* (D6)
- 13 Bridge Meeting (1900)

December 2018

- 17 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.