

AMERICA'S BOATING CLUB®

For Boaters, By Boaters™




THE DRUM

A Publication of the Finger Lakes Chapter

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Report any errors or omissions to:
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From The Commander

By Jim McGinnis, AP

View From The Bridge

We are on the backside of Summer now. Heavy fog in the marina this AM. We have had a lot rain this year but also a lot of good sailing days with stiff breezes. The Race season for the Finger Lakes Yacht Club has just two races left in September and the competition is getting a little keener with each passing race.

Last week, Lynne and I took our 17-foot motorboat up to Geneva on the trailer and motored to Seneca Falls going through the lock at Waterloo. Once at Seneca Falls, we saw Rich and Sandy Follette on *MV Sandra Lee Redux* on the docks. They were enjoying an afternoon sitting in the sun with friends and heading on to a family reunion. Our whole trip took just about 5 hours and Lynne is now cleared for lock transitions.

Recently, several of our members have stayed overnight at the rejuvenated Sampson State Marina



and report that the depth is fine for sailboats.

In July, Lynne and I took a car trip to Maine to visit my brother in Belfast, ME. He and I rented a power boat to scout the area. (I am thinking about chartering a sailboat in Maine next year. Note to self: rocks can be anywhere and tides are greater than 10 feet, so watch the chart and channel markers!) We saw the commercial lobster operation in Stonington in full swing and had lobster for dinner the very next day! We visited Butter Island and hiked to the top of the Monserrat Hill for a terrific view of the area.



Photo 1: MTA camp site.



Photo 4: Trail marker to Montserrat Hill.



Photo 2: Butter Island trail.



Photo 5: Thomas Cabot granite bench.



Photo 3: Author Jim McGinnis on Butter Island.

Maine has established the Maine Island Trail Association (MITA) which is a public/private partnership to allow camping and hiking on many of the islands along the coast of Maine. We also visited Castine, ME which has been continuously occupied since 1613. It was once the capital of the French colony of Acadia. Today, it is the home of the Maine Maritime Academy. They have a full-size training freighter at the school that is half ship/half classroom. Along the way we

The Drum

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Photo 1: Nubble Beach on Butter Island; the "nubble".

also saw the *SV Victory Chimes* which was built at Bethel, Delaware in 1900. She is the last surviving Chesapeake Ram schooner. You can sign on for a weeklong sailing cruise.

Social notes for the membership:

In late June, at the El Rancho Mexican Restaurant in Watkins Glen, Terry Stewart did a super job of describing his sail to the Dry Tortugas in March of this year. He has a full head of steam based on the trip and is again planning an outing this winter with the *Cabo Rico* in Florida. Thanks Terry!

On August 26th, Maggie Martin and John Chesbrough talked about their month long visit to Cuba by sail this past March with a harrowing sea tale thrown in. Thanks Maggie and John!

Other news:

The NYS governor signed Brianna's Law requiring boat safety certification training for every boat operator on any boat with

machine power. This requirement will be phased in by age group over the next 5 years. We expect an increase in demand for this class next year and hope to take advantage of it to gain new members and geography to our Boat Club. Our Education team offered and completed a Youth ABC Class at the Hidden Valley Camp in July and an Adult ABC class in August at the Watkins Glen Yacht Club.

Our ABC-FLX Loaner Life Jacket Station was installed in July. The bright red Jackets are in use and being returned! Also, a dog life jacket is now available there. See notes later in this edition.

If you haven't seen one, take a look at the Onean Carver Electric Surfboard and the Electric Foiling Surfboard

<https://www.youtube.com/watch?v=FtlekBIzNtY>

Crazy stuff!

- Jim, *SV Brewster*
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Photo 2: *SV Victory Chimes*.



Photo 3: *SV Victory Chimes*.

From the Administrative Officer

By Phil Cherry, S

Boatless but looking!

Bylaw Updates



Our ABC-FLX President, Jim McGinnis, has tasked several of us in leadership positions within the Associ-

ation to help update our Squadron Bylaws. By our best reckoning, our Club's bylaws were last updated in 2008, over 11 years ago, and most assuredly there are changes that need to be made, not the least of which is our new handle... ABC-FLX.

Changing the bylaws, however, will take time and likely will not be done until late next year. We do have a "template" provided to us by the Headquarters of the US Power Squadron, however even with the template, it still takes time. We'll need to develop a draft, and then share it with Headquarters to make sure we're not straying too far from the template, then share the draft with our membership for review and comments, then develop a final draft and seek approval from the membership and Headquarters. All that sharing and membership collaboration will take time, especially if there is any disagreement between our club members and Headquarters over any aspect of our final draft. Notwithstanding the process, I hope all our members will participate in the redrafting when the time comes.

One of my favorite parts of the bylaws is found in Section 2.1 of Article 2. Let me reprint it for you here:

"Section 2.1 *The objects of this squadron shall be:*

2.1.1 *To selectively associate congenial persons of good character having a common love and appreciation of yachting as a nationwide fraternity of boatmen;*

2.1.2 *To encourage and promote yachting, power and sail, and to provide through local squadrons and otherwise a practical means to foster fraternal and social relationships among persons interested in yachting;*

2.1.3 *To encourage and promote a high amateur standard of skill in the handling and navigation of yachts, power and sail; to encourage and promote the study of the science and art of navigation, seamanship and small boat handling; to develop and promote instructional programs for the benefit of members; and to stimulate members to increase their knowledge of and skill in yachting through instruction, self-education, and participation in marine sports activities and competitions;*

2.1.4 *To encourage its members to abide by recognized yachting traditions, customs and etiquette; and*

2.1.5 *To render, and encourage its members to render, such altruistic, patriotic or other civic service as it may from time to time determine or elect."*

So clearly, you can see we need to make some modifications to be more gender neutral. I can't believe that in 2008, we let the phrase "fraternity of boatmen" stay in the bylaws as seen in Section 2.1.1. That has to change, and there are a few other instances of a similar nature that will be addressed in the next iteration of the bylaws.

The offensive language in Section 2.1 aside, I love those objectives! To "...encourage and promote yachting...", to "...encourage and promote a high standard of skill...", to "...promote the science and art of navigation...", and to "...render such altruistic, patriotic, or other civil service...". Those are great goals, and I expect they will withstand the editor's pen when the time comes.

This is just one example of the bylaws and how we will need to carefully review the language to say what we mean and to say it respectfully. We will make sure the membership is kept informed of our progress and offered multiple opportunities to provide input and comment, because, of course, we are all "...congenial persons of good character".

- Phil

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From the Education Director

By Charlie Fausold, SN-IN

SV Morning Glory

Brianna's Law



As anticipated, on August 6th Governor Cuomo signed new legislation

known as Brianna's Law, which amends the state navigation law to require that ALL operators of mechanically propelled vessels have a boating safety certificate. The law will be phased in over a five-year period beginning in 2020.

While members of America's Boating Club (United States Power Squadrons) are exempt from this requirement, we can anticipate increased interest in our America's Boating Course (ABC), which is approved by the National Association of State Boating Law Administrators (NASBLA) and meets the NYS

requirements for classroom instruction leading to a boating safety certificate.

Our club's education department leadership team met recently to develop a response to this new legislation, which was subsequently endorsed by the Executive Committee. Beyond meeting the anticipated increase in interest in ABC, we wanted to seize the opportunity to advance our long-term strategic plan. Our initial approach will be as follows:

- Issue a press release highlighting the new law and positioning our club as a preferred provider of the required boating safety instruction.
- Prepare an FAQ for our website to help the boating public understand the requirements of the new law, and directing them to our online version of ABC as well as future classes.
- Plan to market and offer ABC classes next spring at various

locations around the Finger Lakes, including Watkins Glen, Ithaca, Hammondsport and Geneva, utilizing local ABC/USPS members as instructors where possible, and including an on-the-water component in each class. Make sure that each class offering includes club membership information.

- Monitor the situation as it develops and adjust accordingly.

As in the past, our target audience for ABC will be individuals and families who are serious about boating and likely to be interested in ongoing boating education as well as the additional opportunities of ABC membership.

Brianna's Law is a real opportunity to strengthen our club and more importantly, create a safer boating environment for all.

- Charlie

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From the Assistant Education Officer

By John Flick

Vessel

Anchoring: What If?



Before I launch into this month's topic, I would like to review the responsibilities of the cap-

tain, skipper, boat operator or operator, boat owner, master, helmsperson, etc. Whatever words are used, it is not important to today's discussion.

I'm going to refer to the person in charge of the vessel as "the leader". What are some of the definitions of a leader that we can find online?

wiseGEEK uses words and phrases like: *boss of the ship, oversees the crew and the entire running of the boat. the boat's captain can't miss any details. He or she must be sure the boat is maintained and is running on course. A boat captain does hands-on tasks such as steering the ship, but also uses problem-solving and planning skills regularly.*

Other sources say stuff like: *Primarily responsible for following safety procedures. Must keep track of all people or goods on their ships.*

The captain is directly responsible for ensuring that the ship safely and successfully carries out its functions. A captain is in charge of the crew. In this sense,

the captain functions much like a manager. You must be a good leader who possesses excellent interpersonal skills to communicate with and give orders to the crew. As a captain, you must have an intimate understanding of whatever vessel you are in charge of.

He or she is responsible for the boat and takes care of everything related to it. If the boat is sailing close to the shore, within easy reach of a familiar port, the skipper's task is straightforward.

To be responsible for the command and supervision of all the operations.

A boat skipper is a person that commands a boat and its crew. In naval terms, a skipper is liable for the care and safety of the ship, vessel, boat, or yacht.

A boat skipper is the heart of a vessel. He or she is liable for the boat and must take care of everything else related to it.

Every boat, no matter how big or small, must have a skipper. The skipper is legally responsible for the safety of the boat and all the people on board, and is also responsible for complying with all the relevant rules and regulations.

Any person who goes on the water takes on the responsible role of safety in their actions from the time they embark and whilst they are freely maneuvering their chosen waterborne craft around what ever its type, size or value. Similar to the responsibilities an engineer has in keeping a motor running the person in charge of any

vessel is responsible for the vessel's safe passage.

You are responsible for the safety of your crew and the safe operation of your boat.

Maybe it is implied but what I was hoping to find buried in all this verbiage was that the leader is responsible for the control of the vessel at all times. What I mean specifically by "control" is that the vessel is run in the direction and at the speed that the leader chooses or the vessel is stopped and held in a safe position as necessary.

Finally, I get to the topic of discussion for this month which is anchoring. This is not your normal article that may cover what anchor is good for what bottom structure, or anchoring techniques, or whether or not to buy new or have that old chain regvanized. I would like to talk about neglect. If your boat leaves the dock, then please read on.

For fun, let's review ABYC's (American Boat and Yacht Council) definition of "Anchor".

A device capable of being deployed, recovered, and designed to engage the bottom of a waterway and through its resistance to drag, maintain a boat within a given radius.

As a marine surveyor, I have the great pleasure of boarding lots of boats and talking to lots of leaders. Too frequently, anchoring systems (or ground tackle) are inadequate, old, corroded, inaccessible, disjointed, chafed, and generally ignored in a dark, damp

place without ventilation. I have even seen anchors locked to the bow rail. Someone please tell me how useful that anchor is going to be in an emergency?

I've heard lots of the excuses connected with anchoring systems, for example:

- We don't anchor out.
- We have a mooring ball.
- If we can't sail, we use our auxiliary.
- We can heave-to if necessary.
- We have four of five outboards hanging off the back of our center console totaling a gazillion horsepower (that's a lot of ponies) worth more than most of our homes that we live in.
- We have twin inboards, if one fails, we can limp home on the other engine.
- Our body of water is so deep that an anchor would never do any good.
- Good ground tackle is too expensive.
- We pay for towboat services.

Or, some combination of the above.

I have news for you, my friends, none of these excuses hold water. If you are in a runaway vehicle with no brakes and the transmission won't slow you down, do you think a reliable emergency brake might help? I would encourage you to think of your anchoring system the same way. Aren't you going to be the talk of the marina if your boat and crew

ends up on the rocks because you never took your anchoring system seriously or never knew how to use your windlass?

What if you are lazily cruising in your sailboat down the Erie canal with a refreshing tail wind and you approach a lock with a closed gate on one side and a waterfall on the other and your auxiliary overheats or the fuel line gets clogged with debris? What are you going to do? Call a towboat? Pray? I hope you will be prepared to stop the boat using your anchoring system until you can figure things out. I recognize that an anchored boat can still swing in a 360-degree circle but it's better than the alternative.

Using GPS input and modern processors, power boats can automatically be held in one place with amazing accuracy (like cruise ships) and with the use of cameras can even automatically be kept from hitting a dock or piling. This is all dandy until the steering fails. ***What if*** you got bad fuel and/or you've neglected to change the filters?

What if the leader is the only one who knows how to operate the boat and he or she becomes incapacitated?

I encourage you to think about worse case scenarios and be a successful leader by taking your anchoring system seriously. Again, think of it as another means of controlling or stopping your boat. Like other safety

equipment on your boat, keep your anchoring gear in tip top shape and practice using it so it will serve you well when you need it. If you are the leader, you have a responsibility to your crew. Keep your crew and your boat safe by keeping it off the rocks when the unexpected happens.

The following paragraph is what I put in my survey reports as a recommendation:

Equip boat with appropriate (high quality and strength) anchoring system and scope for the length, windage, displacement, etc. of the vessel during the worst conditions of wind, waves, and current. Rig boat such that anchor can be quickly deployed from the bow in an emergency situation. Follow ABYC H-40. The effective use of ground tackle could save your boat. Secure anchor such that it can't bounce around and present a safety hazard while underway. Seize or mouse shackle pins to prevent loosening using monel wire and install an anchor safety strap.

I'll see you well-prepared leaders and smiling crew out on the water, even if you are sitting still.

- John

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From the Public Relations Officer

By Glenda Gephart

Stories & Yarns



We all love a story, and many of us really love an on-the-water tale.

We listen to the stories. We

read the stories. We tell the stories.

Thanks to Phil Cherry, who organizes social gatherings for ABC-FLX members and guests, we've heard about Terry Stewart's trip to Dry Tortugas National

Park. As I write this, I'm looking forward to hearing in a few days John and Maggie Chesebrough's tales about their journey to Cuba.

The number of books about sea stories is incalculable. It's probably a safe assumption that readers who love to be on the water also are great fans of sea tales. Currently I'm reading "*Crossing the Wake: One Woman's Great Loop Adventure*" by Tanya Binford. Her stories are about her solo experience of the Great Loop on a 25-foot tugboat. I have to wonder how many ABC-FLX members or friends have done the Great Loop.

Coincidentally, I recently spoke with a man who operates a bed-and-breakfast on the Erie Canal.

He has met many folks passing through New York on the Great Loop. Now he's planning to join their ranks! And to prepare he's been reading lots of books about the challenge.

The ABC-FLX has started telling more of its stories. We're spreading the word about the good things the club and its members are doing. Think about passing along this newsletter to a boating friend or armchair sailor. Help us share the stories!

- Glenda
pro@abc-flx.org

Upcoming Classes & Seminars

Cruising & Cruise Planning

Are you planning an extended cruise on your boat? Is a cruise something you think you might like to do someday, but aren't sure what is involved? If so, our Cruising and Cruise Planning course might just be what the doctor ordered!

Designed for members who cruise on either a sail or powerboat (owned or chartered)—this course covers the following topics:

- Cruise preparation and planning - General
- Boat and Equipment

- Anchors and Anchoring
- Security
- Chartering
- Cruising Outside the United States
- Crew and Provisioning
- Voyage Management
- Communications
- Navigation
- Weather
- Emergencies

The 8-week course will begin in early October, and your instructor will be ABC-FLX member Don Kloeber. Don and his wife Marge

are experienced cruisers, and just returned from an extended cruise to the 30,000 Islands of Georgian Bay via the Trent-Severn Waterway.

How To Register

If you have questions about any of these courses, or better yet, to sign up, please contact either of the following individuals:

Education Director Charlie Fausold, Finger Lakes Chapter:

seo@abc-flx.org

Assistant Education Director John Flick:

aseo@abc-flx.org

Or you can go to the national web site (www.usps.org) and register under the "Find A Boating Class" tab on the member home page.

Looking for Something?

The Finger Lakes Chapter of America's Boating Club will be happy to accommodate requests for courses not currently on our schedule of formal offerings. If there is an area in which you would like to get some instruction, please contact Charlie

Fausold, the Chapter Education Director, with your request.

Available subjects for instruction can be found on the chapter web site:

www.abc-flx.org

Long-Term Class Schedule

Seneca Education Department

Courses	2019	2020	2021	2022	2023	2024
Public	ABC	ABC	ABC	ABC	ABC	ABC
Basic	Boat Handling	Sail	Boat Handling	Sail	Boat Handling	Sail
Advanced Level	Piloting	Advanced Piloting	Piloting	Advanced Piloting	Piloting	Advanced Piloting
Senior Level	Navigation			Junior Navigation		
Electives	Radar for Boaters Instructor Development Cruise Planning	Marine Electronics	Electronic Navigation	Instructor Training	Marine Comm.	
Seminars	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

USPS News: Local, District, National & More

Brianna’s Law Signed by the Governor

On August 6th, 2019, Governor Andrew Cuomo signed “Brianna’s Law” (S5685). Phasing in over a five-year period, this law will require all boaters in New York State to successfully complete a boater safety course in order to operate a vessel in New York waters.

The law applies to any “mechanically propelled vessel”, including sailboats with auxiliary engines.

Operators exempt from this requirement include:

- United States Power Squadron members*
- United States Coast Guard Auxiliary members
- Holders of maritime licenses from the USCG, Canadian Coast Guard, or recognized New York licenses.
- Police officers
- Fire, rescue or lifeguard personnel while engaged in assigned duties

Boater safety courses recognized by Brianna’s Law include those offered by the United States Power Squadrons, the United States Coast Guard Auxiliary, the United States Sailing Association, the Red Cross, the

Boy Scouts of America, or the American Power Boat Association. The Commissioner may approve other courses to this list as desired.

The law further states that there shall be no charge for issuance of the boater safety certificate, however, there may be fees charged for the actual instruction.

Brianna’s Law will phase in over a 5-year period:

- Effective 1/1/2020, applies to anyone born after 1/1/1993.
- Effective 1/1/2021, applies to anyone born after 1/1/1988.
- Effective 1/1/2022, applies to anyone born after 1/1/1983.
- Effective 1/1/2023, applies to anyone born after 1/1/1978.
- Effective 1/1/2024, applies to all boaters.

If you are interested in obtaining your boater safety certificate, contact our Education Officer, Charlie Fausold.

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*Our current interpretation of this is that the law assumes all USPS members took the ABC3 course as a condition of membership.

Happy Birthday!

Best wishes to Finger Lakes Chapter members who are celebrating their birthday in next couple of months.

July

- Charlie Fausold
- Rachel Nichols
- Kiera Eddy
- Howard Cabezas

October

- Mary Margeson
- Charles Honsberger
- Carl Blowers
- Kenneth Mansfield
- Lisa Alley
- Fred Seip

Got News?

By Tom Alley, Editor

Do you have any squadron-related news or announcements? Contact your editor and have it printed here. We’re happy to publicize anything of interest to our members, whether it’s for the Finger Lakes Chapter, one of our neighboring squadrons, or any other item that would be of interest to boaters.

Contact Tom Alley:

editor@abc-flx.org

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Seneca Life Jacket Loaner Station

By Jim McGinnis

SV Brewster

Some great news to report this month. The Life Jacket Tree was installed at the new Canoe/Kayak Launch near Clute Park in Watkins Glen and has seen some active use already. I've been by to look and several times the Life Jackets have been out on loan or wet from use when the others were dry. Fortunately, people are returning the life jackets to the rack after use. Stop by and take a look when you get a chance. It is some good visibility for us in the community.

Phil Cherry reported at our Bridge Meeting last week that he met a couple from Brookline, MA on August 2 at the PFD tree at the new kayak launch. Their daughter, Laila Edwards, was one of the first users of our new tree and absolutely loved it. "We came all the way from Massachusetts and Mom and Dad forgot my life jacket, and I'm so happy you had one to lend me" said 8 year old Laila. The family was so impressed with the hospitality of Watkins Glen and the beautiful Seneca lake. "We will definitely be returning" said Laila's Dad.

That is just about the best feedback we could get. Many people contributed to this joint effort. Peter Honsberger first proposed it and the funds were approved at the November 2018 Squadron Meeting. Phil Cherry was in-

strumental in getting the tree itself made at Lawson MetalWorks in Dundee. BoatUS gave us a significantly reduced price on the initial life jackets as a part of their program to support Coleman Sporting Goods in promoting Life Jacket Loaner Stations. Fred Seip made the stencil to mark the Life Jackets for a return address with our name "ABC-FLX.org". The signage was made at Multi-Media Services in Corning. Michelle Hyde of the Watkins Glen Parks Dept coordinated the installation of the concrete pad and post support. Our new member Walter Vancise and his wife Wendy Reynolds, who completed the new Boat Handling Class this summer, contributed another 10 life-jackets so we have plenty to keep the tree stocked. The tree was designed to be removed in the winter for safekeeping and the squadron is committed to maintaining it for years to come.

Thanks to all who contributed that I might have missed. ABC-FLX is providing a service to our community and promoting boater safety!

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Photos by Phil Cherry

USCG Releases 2018 Recreational Boating Statistics

Summarized by Tom Alley, Data from USCG

The United States Coast Guard (USCG) recently released recreational boating statistics for 2018. The executive summary from this report is reprinted (with permission) below.

As newsletter editor, I've taken liberties to highlight a few key points that should be of particular interest to America's Boating Club members.

From the USCG report:

- In 2018, the Coast Guard counted 4,145 accidents that involved 633 deaths, 2,511 injuries and approximately \$46 million dollars of damage to property as a result of recreational boating accidents.
 - The fatality rate was 5.3 deaths per 100,000 registered recreational vessels. This rate represents a 3.6% decrease from the 2017 fatality rate of 5.5 deaths per 100,000 registered recreational vessels.
 - Compared to 2017, the number of accidents decreased 3.4%, the number of deaths decreased 3.8%, and the number of injuries decreased 4.5%.
- Where cause of death was known, 77% of fatal boating accident victims drowned. Of those drowning victims

with reported life jacket usage, 84% were not wearing a life jacket.

- Where length was known, eight out of every ten boaters who drowned were using vessels less than 21 feet in length.
- Alcohol use is the leading known contributing factor in fatal boating accidents; where the primary cause was known, it was listed as the leading factor in 19% of deaths.
- Where instruction was known, 74% of deaths occurred on boats where the operator did not receive boating safety instruction. Only 18% percent of deaths occurred on vessels where the operator had received a nationally-approved boating safety education certificate.
- There were 177 accidents in which at least one person was struck by a propeller. Collectively, these accidents resulted in 25 deaths and 177 injuries.
- Operator inattention, improper lookout, operator inexperience, machinery failure, and excessive speed rank as the top five primary contributing factors in accidents.
- Where data was known, the most common vessel types

involved in reported accidents were open motorboats (46%), personal watercraft (19%), and cabin motorboats (15%).

- Where data was known, the vessel types with the highest percentage of deaths were open motorboats (50%), kayaks (13.5%), and canoes (7%).
- The 11,852,969 recreational vessels registered by the states in 2018 represent a 0.91% decrease from last year when 11,961,568 recreational vessels were registered.

Without diving into the details, it's pretty clear that you can dramatically improve the safety aboard your boat if you do a few simple things:

- Stay sober.
- Get educated.
- Wear your life jacket.

Oh, and if you need some justification for a bigger boat, last year's statistics certainly suggest that it would be "safe" for you to do so! ☺

Comments? Send me an email!

editor@abc-flx.org

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The full USCG report can be found at <https://www.uscgboating.org/library/accident-statistics/Recreational-Boating-Statistics-2018.pdf>

The Project Manager's Approach To Cruising & Cruise Planning

Part III: 2019 Summer Cruise Recap – Actual Vs Plan & Learnings

By Don Kloeber

MV Bacchus

Introduction

The following is a recap of our 2019 summer cruise, aboard *Bacchus*, and our experiences along the way. If you haven't read the prior Cruise Planning articles you can find them in the March 2019 and May 2019 issues of the *Drum* on the club web site (www.abc-flx.org).

We spent a total of 64 days (June 3rd – Aug 5th) cruising between Seneca Lake and Georgian Bay, Ontario. The adventure was both fun and rewarding on many levels. Overall, we implemented our plan and met our objectives without significant issues or hardships. Possibly most significant is that we proved to ourselves that we could live in close proximity and close quarters for two months and have fun doing it.

Some have stated that one could boat and explore Georgian Bay for a lifetime and not see or experience all it has to offer. I truly believe this statement hav-

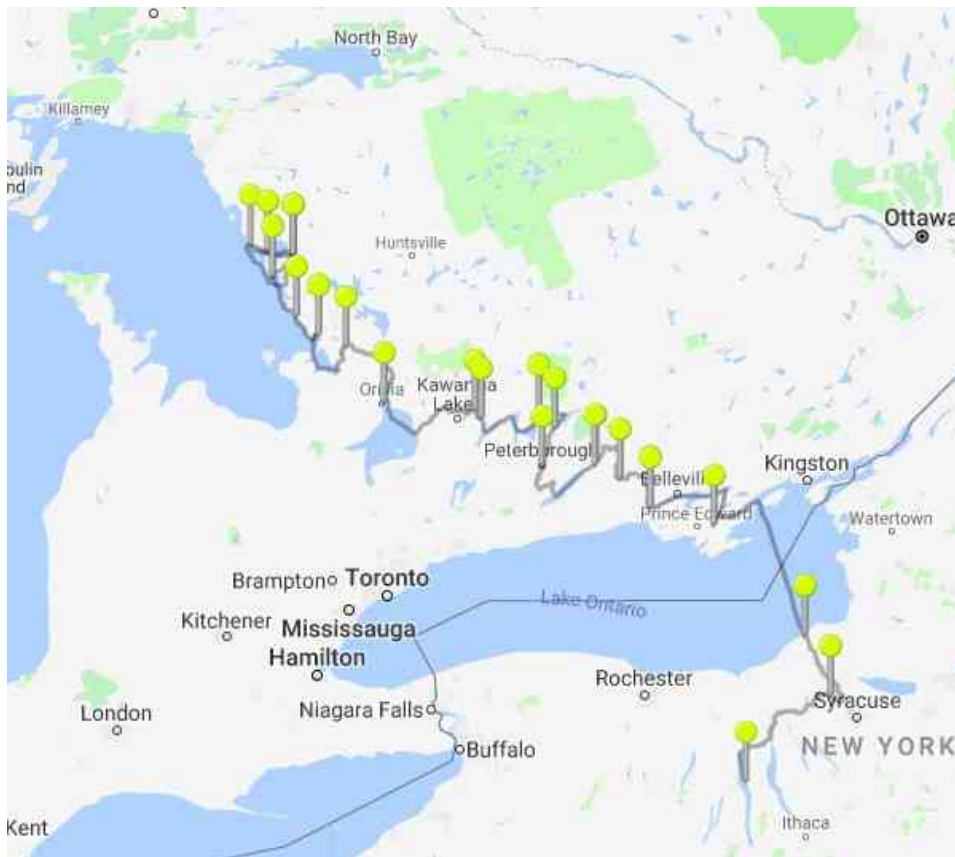


Photo 4: Route and stops (see BlueBoatLog comments)

ing experienced but a small portion of what it has to offer the cruising boater.

Cruise Statistics

Duration: 64 Days

Distance: 935 statute miles

110 Locks

Fuel: 430 gallons
Diesel for 155 engine hours and 53 generator hours

Georgian Bay Anchorages: 7 nights

Nights at Lock Walls: 23

Nights at Marinas: 33

The mix of stops at marinas versus lock walls and anchorages seemed to work well for us.

Most of the marina stops were in locations where we wanted to take advantage of the town for provisioning, laundry, et cetera, and/or we were meeting up with TrawlerFroum members that lived or were cruising in the area. We spent the Canada / US July 1st/4th week at a marina on Georgian Bay where we ex-



Photo 5: Bacchus at anchor Echo Bay.

plored the area via day trips rather than compete for the most desirable anchorages. We also took advantage of several towns that offered transient docking “Specials” where you pay for 2 nights and the third is free.

Highlights

In no particular order – but all were experiences we will recall with pleasure for a long time.

- GB “Landscape”– Rocks, rocks and more rock - The beauty of granite and wind-swept trees clearly indicating prevailing wind directions.
- GB Anchorages - The endless possibilities to explore and anchor in locations with scenic surroundings and stunning sunsets.



Photo 6: Float Plane - Parry Sound, Ont

- Float Plane Ride – The opportunity to view the GB



Photo 7: Hydraulic Lift Lock Peterborough, Ontario.

“Landscape” we were cruising from the air was an awesome experience.

- “Locking Through” on the Big Chute Marine Railroad – This unique “Lock” is a real treat and the talented lock master and crew get you through in an amazingly fast and efficient manner with no lines and no fenders
- Locking through the world’s largest hydraulic lift lock at Peterboro, Ont – To be able to tie off and raise 65 ft in 2 minutes without turbulence, with the power provided by gravity, is a truly unique boating experience

Actual vs Plan

If you have read the previous *Drum* articles outlining our plan you realize we put a fair amount of effort in preparing and planning for this adventure. I have to say that I’m a believer in planning and feel that the prep and planning absolutely contributed to the success and enjoyment of this cruise. While we didn’t have (and didn’t want) a schedule, having a plan helped us reach our goals with ease.

The few unanticipated situations included:

- Weather Effects – We know from experience that wise boaters respect Lake Ontario and plan for flexibility to cross in favorable weather conditions. My recently discovered Windy.com weather app proved to be a real plus in anticipating weather, winds

and waves on Lake Ontario. Due to poor weather conditions and extremely high water on Lake Ontario, we decided to delay our trip to Oswego to minimize difficulty with transient slips. We frequently stay above



Photo 8: Sunset at Indian Harbor anchorage.

Oswego’s Lock 8 but that prevents fueling up and departing early in the morning. We decided the prudent approach was to wait it out in Baldwinsville, that is a pleasant canal stop with power on the wall and amenities within easy walking distance. We then moved to Oswego the day before we planned on crossing, and were able to fuel up and secure transient dockage that allowed for a 0630 departure taking advantage of the early morning calm on Lake Ontario.

On the return trip – Windy.com, once again, proved beneficial and predicting Lake Ontario conditions and we decided to cut our stay in Trenton from 2 days to 1 to allow us to take advantage of a “perfect weather window” for the return crossing to Oswego. We had two of our all-time best Lake Ontario crossings

and Windy has become my favorite “Go To” app for detailed weather information.

- Lake Ontario High Water – We were certainly aware of the conditions on Lake Ontario and the effect on many marinas. What I underestimated was the facilities and conditions that I confirmed a week or so ahead of time had changed within days and some of the locations reporting “no problems” had lost power in the interim. This proved to be a minimal inconvenience as we always had our generator to rely on for cooking and battery charging at stops without power.
- High water and Reduced Schedule on The Trent-Severn Waterway (TSW) – We were forced to extend our stay at Trenton on the outbound trip as TSW Locks 1 through 3 were shut down for several days due to a mechanical problem. If one has to be delayed, Trenton and the relatively new Trent Port Marina (TPM) is perhaps the ideal place to be “stuck”. The town is convenient and the TPM is the nicest marina we hit in 64 days of cruising and includes: 24/7 card access to docks and boater facilities, free laundry, wifi, luxurious showers / rest rooms, boater lounge and plenty of dock hands on staff to assist. During our stay the back log of boats awaiting the reopening was increasing. Many of

the boats were those completing “Americas Great Loop” and/ or those returning North from one or more years “Looping” or simply returning from Florida or the Bahamas. Some of those had schedules or plans to exchange crew at locations further along the TSW. We stayed an extra day at TPM to allow the “anxious” boaters to depart as early as possible. During our stay we met several boats / boaters that we travelled with or rejoined at stops along the way. The early season TSW reduced operating hours decreased to travel time and distances from what I had logged back in 1997 and what was planned – no problem... we didn't have a schedule. The Lake Ontario high water made the approach to lock 1 a bit of a challenge as the approach wall was underwater and there was no place to tie-up waiting for the lock. Everyone had to maneuver out in the Trent River before entering the narrow approach. Lastly, high water on the system forced discharging large volumes of water at essential loll of the dams / control stations. The resulting river current made many of the approaches to the locks “interesting” and challenging. I was not used to speeding up approaching locks but was forced to adapt to maintain steerage and control. One then had to slow down quickly at the bottom / entry of the lock.

Similar high water / flow conditions on Lake Huron / Georgian Bay were experienced at the last TSW Lock with no wall above water to allow boats to tie off awaiting the lock.

- Difficulty finding mooring spots at the popular TSW locks – Several of the TSW locks are extremely popular as they are in attractive towns in the most picturesque portion of the TSW and happen to be at or near the companies that supply weekly house boat rentals. The combination sometimes makes finding space a challenge especially on the busy weekends. The solution(s) we found most helpful were:
 - Patience – if the walls / docks are full frequently someone will leave in a short period of time. The challenge is there is little or no place to wait so a trip back out onto the lake and return to check for an opening helped; Inquire of other boaters – frequently we found a boater indicating they would be departing soon and might time it for our return; Always have a Plan B or C – there were times where it just didn't work out and we moved on to our alternate stop;
 - Luck – We experienced a few situations where we were at a location at exactly the right moment when another boat was prepping to leave... It helps to be lucky!!

Learnings

- **Prep & Planning** helps & adds to the enjoyment – **Preparation** – The many and varied USPS / ABC courses & seminars I have taken and taught provided a solid base for undertaking this cruise and provided us the confidence that we were more than capable of a successful completion. **Planning** - We had a very good idea of what to expect, where we wanted to stop for sights & reprovisioning, et cetera. Those places we “missed” on the outbound legs we figured we could hit on the return legs. Network, network, network – Through contacts and networking I was able to borrow a full set of Georgian Bay charts, learned of many highly recommended anchorages and stops. Establishing contact with other boaters made for interesting and enjoyable stops, travel and occasional lunches / dinners out. Having other boaters in key locations in case we needed help or assistance provided a welcome degree of comfort that we could overcome any unexpected breakdowns or problems – fortunately our challenges were all minor.
- **Windy** was a great weather resource and aid for planning for Lake Ontario and Georgian Bay as well as parts of the TSW. Knowing upcoming good and poor

weather windows allowed us to better plan open water crossings and the best days for anchoring or marina / provisioning stops in towns.

- **Navionics** proved to be a much better tool than expected. – I originally purchased Navionics for the Active Captain marina and anchorage information and user reviews. What I found was the tracking, plotting and route planning using Navionics, on my tablet, was easier to use than my installed Raymarine GPS / Chart Plotter. As a result, I found myself running almost every day with both up and running providing different views, zooms etc. The “auto routing” features of Navionics made route planning simple versus essentially impossible on my Raymarine GPS/Chartplotter. In addition, having redundant electronic systems plus charts and compass was comforting in the event of a failure.
- **BlueBoatLog** – I searched for a simple tool to document and share our cruise with friends and relatives. I found and experimented with the free BlueBoatLog (BBL) and found it to be an easy to use and helpful tool. Complete documentation of our trip can be found at:

Outbound Log
[https://blueboat-](https://blueboat-log.com/collec-tion/5d3257941697ea5c54cc5bd5)

[log.com/collec-tion/5d3257941697ea5c54cc5bd5](https://blueboat-log.com/collec-tion/5d3257941697ea5c54cc5bd5)

Return Log <https://blueboatlog.com/collec-tion/5cd5843e88d7637f63a8fafc>

What I liked about BBL it was fairly easy to use, available in Android and Apple versions as well as an online website version that allowed easy editing of text and combining multi-days into “Collections”. BBL allows sharing of day trip and collection links with friends and relatives and the link for a collection remains the same but expands to include the latest tracks and notes as the trip progresses. The graphic in the Introduction section of this article is one of the outputs of BBL (for our return trip).

- **Dealing with unexpected situations** – Other than the weather, high water and reduced TSW schedules mentioned above, we were fortunate to not have any significant challenges. I did replace a squeaky alternator belt along the way but credit preventive maintenance and a stock of spare parts for our “good luck”.
- **Border Crossings** – We have crossed into Canada and returned many times in the past. The entry into Canada entails a simple phone call and response to questions. We were surprised to find that the US entry “video phone” we had used many times in Oswego has

been replaced by a tablet and the "CBP ROAM" App. Users can now download the App ahead of time and establish an account with your boat and personal information and make reentry much simpler.

- **Last – But certainly Not Least** – Is the reaffirmation that cruising boaters are a great group of people. The

camaraderie, willingness to assist and/or share information is exceptional. We met many along the way that provided entertainment, interesting stories, assistance and information that added significantly to the overall positive experience.

If you enjoyed the cruise story and would like to learn more

watch for future an ABC-FLX presentation.

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Don and his wife, Marge, are long-time members of the Finger Lakes Chapter and have been avid boaters the entire time. Don will also be leading the Cruising & Cruise Planning course this fall. Details can be found elsewhere in this newsletter.

The Last Word

By Tom Alley, SN



I got a harsh reminder that our boating season will soon be coming to an end when I had to turn on

the heater in my car when I was on my way somewhere early on a 49°F morning. Too bad we can't call for a do-over. Seems like I just got started with this year's season!

Actually, I did "just get started" if you look at what I've been doing this summer. Where the past few years have been marked by trips to the Thousand Islands and our neighboring Cayuga Lake, this year was spent (mostly) in my slip working on various projects. No wonder I feel like I haven't gotten much boating done!

First, there were unceasing issues with my motor when the filler cap leaked and allowed a significant amount of water into the diesel tank late last fall. There was enough fuel in the motor to test fire it and then get me to my slip. (Well, it got me to within ½ a boatlength of it – enough to coast in!)

Then there was the rotted stringer supporting the cabin sole in the head and forward cabin that had to be replaced. This turned into a multi-month project lasting most of the summer. More about that in a future article.

There were also other projects on the planning list that included upgrading the communications gear, modifying the plumbing system for offshore use, migrating more of the electrical system to the new distribution panel, along with the

usual maintenance and repair work needed each year.

There are other items that made their way onto an overly-optimistic list for this year, too. Mast updates, rigging replacements, construction of a companionway sea hood, and more. Boats are truly the perfect hobby as you never run out of things to do!

I guess the reason this boating season "never got started" is that the last one never really ended. Looking at all of the projects that have been underway since last fall, one could probably make the argument that year-round boating is possible, even this far north!

- Your Editor, Tom

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As always, send your thoughts about this newsletter to:

editor@abc-flx.org

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Calendar of Events

September 2019

- 01 Seneca *Drum* September issue publication date.
- 08-15 USPS Governing Board Meeting, *Louisville, KY.* (National)
- 10 Bridge Meeting (1900)
- TBA Navigation classroom sessions begin.

October 2019

- 08 Bridge Meeting (1900)
- 18 Deadline for *The Deep 6* articles (D/6)
- 25 Deadline for *Drum* articles

November 2019

- 01 Seneca *Drum* November issue publication date
- 12 Bridge Meeting (1900)
- 15 *The Deep 6* fall issue publication date. (Delayed 1 week to cover Conference activities.) (D/6)
- TBA District 6 Fall Council & Conference (D/6)

December 2019

- 16 Deadline for *Drum* Articles

January 2020

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

February 2020

- 01 *The Deep 6* winter issue publication date. (D/6)
- 11 Bridge Meeting (1900)
- 09-16 USPS Annual Meeting, *Ponte Vedra, FL* (National)
- 22 Deadline for *Drum* Articles

March 2020

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

April 2020

- 14 Bridge Meeting (1900)
- 17 Deadline for *The Deep 6* articles (D/6)
- 24 Deadline for *Drum* Articles

May 2020

- 01 Seneca *Drum* May issue publication date.
- 01 *The Deep 6* spring issue publication date. (D/6)
- 12 Bridge Meeting (1900)
- 16-22 Safe Boating Week (National)

June 2020

- 09 Bridge Meeting (1900)
- 12-13 Waterfront Celebration & Cardboard Boat Race, *Watkins Glen, NY.*
- 19 Deadline for *Drum* Articles

July 2020

- 01 Seneca *Drum* July issue publication date.
- 14 Bridge Meeting (1900).
- 24 Deadline for *The Deep 6* articles. (D/6)

August 2020

- 01 *The Deep 6* summer issue publication date. (D/6)
- 11 Bridge Meeting (1900)
- 21 Deadline for *Drum* Articles

Calendars are "living documents." For the latest information on squadron activities, please check our web site:

<http://www.abc-flx.org>

or our Facebook page:

<http://facebook.com/SenecaPowerSquadron>

for any last-minute changes.