

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 SV Brewster

View from the Bridge

Summer is in full swing with 90-degree days and plenty of wind for sailing. Yet across the country storms and fires make us grateful to have the weather of vineyards and the Finger Lakes Region.

Sampson Marina

The highlight of the month was our trip to Sampson. We had 15-18 knots on the nose heading up on Friday, July 31st, and that gave us a challenge to tack the 22 miles up the lake. Six boats made the trip and all made it by early Friday Evening. On Sunday morning for our return, there was a tremendous blow from the south. Just outside the Sampson Marina entrance, we saw 32 knots while attempting to blast through waves that were 4 to 5 feet after 20 miles of clear fetch. More about that later.

So once there, the Sampson Facilities were excellent. The docks



are all new, power and water pedestals are first rate. The restroom facilities for marina use are excellent and roomy. The Ship's Store is handy for Ice and sundry items. The boat launch ramps, fuel dock and pump-out facilities were all well designed. Electrical power was a little spotty on Friday night for the whole marina but resolved in a couple hours after arrival. Reservations were met (approximately – there was a space for everyone, but some of our assigned slips had boats in them when we arrived.) *Seek Ye 1st* (which draws a little over 6 feet) ran aground in the marina and had to be towed to a deeper spot by *Tomfoolery*. Thanks, Tom! So, we had a few minor issues, but none impacted the visit.

On Saturday morning, Don and Marge Kloeber hosted us on the dock next to *Bacchus* (their 34-foot Mainships) for the Sampson Traditional (a Bloody Mary with Slim Jim for the vegetable). This was tremendous way to start the day and we felt like we were at home in Sampson Marina. Over the last 10-plus years, Don has been instrumental in supporting, guiding, and leading efforts to get Sampson restored. And now it is done, with the joint effort from NYS and Sessler Corporation. Future plans for Sampson include continued expansion of cabins, facilities, camping, and a restaurant at the marina.

Sampson GPS Scavenger Hunt

At 10 AM Saturday, we held an exercise to utilize GPS navigation. Participants were given three grid coordinates to visit and three corresponding questions to answer while at the location. This was a motoring course as winds were non-existent on Saturday. Everyone did a great job and received a prize for their efforts. All had fun describing their careful approach to a few of the sites. That afternoon, we had an informal dinner on the picnic tables.

Skippers began checking the weather for Sunday as a change was coming, and it sure did. We had over 30 knots of wind out of the south on Sunday morning. Jim and Sue Morris headed south at around 9AM and Lynne and I were right behind in *Brewster*. After a mile of pounding in the waves, I thought – hey, I am retired and can delay our trip, so we returned to Sampson and got a slip for another night. Marcia and Tom, Mike and Dee and Fred and

Laurie made the same calculation looking at the weather. *Sails Call* and *Tomfoolery* made it back to Watkins Glen that day but had a tough motor/sail the entire time.

By Monday morning the fickle winds had died completely, and we ended up motoring most of the way back to Watkins! So, we had a great trip with a little extra excitement and no damage to any boats. A successful boating event for ABC-Finger Lakes Chapter.



Photo 1: *Sails Call* and *Tomfoolery* in the slips.

The Drum

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Photo 3: Breakfast, Sampson style.

COVID-19 Update

We maintain our approach to follow the appropriate guidelines. We avoid close contact with large groups of people and surfaces. This month, USPS has allowed us to resume Vessel Safety Checks under modified procedures. See Ray Margeson if you would like a Vessel Safety Check. We continue to hold off on setting up the Lifejacket Loaner Tree and the in-

person versions of ABC and Sail classes which we feel require considerable in-person or surface contact. Our Marine Electrical class used the Free Conference Call system on-line. Alt-

hough in some participants view, not having any in-person classes reduced the effectiveness of the presentation. Still, the ABC Basic Boating Safety class and the Boat Handling Class (formerly Seamanship) are available from USPS completely on-line. We believe in adding "On the Water" and in-person experience for us to teach those classes.

Please continue to ask new people to join ABC-FLX and build our organization. New members bring



Photo 2: Sunset at Sampson.

new ideas, energy and experiences that can strengthen our capabilities. I have the new ABC-FLX tri-fold brochures; let me know if I can get some to you. Mark Erway and Marcia Taylor can take care of the registration and payment processes. See you on the water!

- Jim, SV Brewster
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Photo 4: The Ships Store in the marina.

From the Executive Officer

By Phil Cherry, S

SV Harmony

Harmful Algal Blooms



I was driving down the hill on Route 14 coming into Watkins recently. The lake glittered and shone like it

does so often, and today was no exception. It was a beautiful sunny, high 80's, gentle breeze kind of Sunday. The lake was packed with boats. I should have been out there, but I had to take care of my honeybee hives that afternoon. I hadn't inspected them in weeks and it's already getting late in the bee season for any potentially needed corrective actions (that might be needed to the hive coming into fall), so I had to do it that day and miss a day of boating.

My wife, bless her heart, got me into beekeeping about 10 years ago. She was the naturalist trailblazer who went looking for a meaningful hobby that was fun and unique... and she found beekeeping. It wasn't long after the first sting that I began helping her... inspecting and feeding the hives, re-queening, handling mite and beetle infestations, and honey extraction. What I love about bees is their hive mentality. They seem to think as a group, being able to quickly act against any threats to the hive, or when a new food source is found, or when their queen is in need of replacement. We know through research at

Cornell University that they can communicate certain facts to other bees by repeating certain movements and "dances", and I've personally experienced the alarm pheromone effect when a bee stings, and they all come to deal with the problem (me) at once. Notwithstanding the work, and the possibility of getting stung, beekeeping turned into a hobby my wife and I did together. We still do it and love it today.

But we have a new second love, and that's heading out on the boat into the lake for a day of sailing, or swimming (usually not at the same time). Seeing as COVID-19 has pretty much shut down travel plans, spending each and every weekend out on the boat is a pretty good prescription for happiness in an otherwise unsettled and scary world. The boating conditions have been great; the weather this summer has been pretty good, (albeit a little too dry) and the lake seemed to warm earlier this year, but others with more experience here on Seneca may differ. The water quality has thus far been good, but that can change, and likely will, which is what I wanted to talk about in this issue of the Drum.

As you may know, we're coming into Hazardous Algal Bloom (HAB) season. The Finger Lakes Institute and the Seneca Pure Waters Association have again this year partnered with DEC on a HAB observation program for Seneca and other lakes. The program is well described at

<https://senecalake.org/Blooms>.

From their website:

Cyanobacteria are microscopic organisms that occur naturally in New York lakes, ponds and streams. Under certain conditions they can multiply quickly to form dense, unsightly blooms on the water surface. Cyanobacteria are sometimes called "blue-green algae" or "harmful algal blooms" (HABs) but are in fact bacteria that use sunlight to create their own food (photosynthesis). Under certain conditions, cyanobacteria multiply very quickly leading to the formation of blooms.

Cyanobacteria blooms can form at any time but occur most often in late summer or early fall, coincidentally, when humans are most likely to cross paths with the bacteria. These blooms may produce toxins that are harmful and dangerous to people, pets, and wildlife. Laboratory testing is the only reliable method for determining if a bloom contains toxins.

Cyanobacteria blooms can be blue, bright green, or brown—they may look similar to spilled paint, pea soup, or greenish colored particles floating on the water's surface

The data on their website indicates that September is prime time for Cyanobacteria blooms, or HAB's. Last year saw more HABs in Seneca Lake than the year before, and the increasing trend over the six years of the monitoring program is alarming.

There are many researchers, volunteers and environmental professionals yearning to learn more and to ameliorate the conditions leading to HAB formation.

HAB's are going to form for whatever reason, and the more we look for them and report their occurrence, the more data scientists will have to make informed decisions about the cause and control of HABS, so it behooves us all to keep an eye out on the water.

HAB's can form in nearshore areas as well as offshore, so don't be fooled. If you see a HAB, or what you think might be one, stay away from it and, if you can, report it. Again, from the Pure Water Association's HAB website:

You cannot visually determine if a cyanobacteria bloom is producing toxins. Laboratory analysis is the only reliable method for determining if a bloom is toxic. Report possible cyanobacteria blooms to Seneca Lake

Pure Waters Association. The best method is to notify your local HAB volunteer, if you know him or her. They are on the spot and can look and report it, if it looks like a bloom. The second-best method is via email. Please include location (address is fine) and one or two photos.

- *Email: senecahabs@senecalake.org*
- *Hotline: 1-800-220-1609*

As I noted at the top, there are lot of boats out on the lakes these days. Seneca, Cayuga, Keuka and others all have seen HAB's form in the past, and that will likely repeat itself through this year's prime HAB season. Let's all, as avid boaters and lake lovers, adopt a hive-like mentality and make sure to report any possible sightings.

We have a symbiotic relationship with these lakes; for public drinking water, recreating and pleasure

and we need to all keep an eye out for blooms and to consider what we can do as individuals to mitigate the conditions leading to HAB's. There is an effort underway to create what is called a "Nine Element" Watershed Management Plan (WMP) for Seneca Lake. This plan, while in its infancy, will identify water quality problems in our watershed, proposes solutions, and create a strategy for putting those solutions in action to improve water quality in Seneca Lake. WMP's are specific to individual watersheds and encompass public comment and dialogue as a part of the development process. Keep an eye out further developments in the WMP for Seneca and please participate if you can. In the meantime, be watchful for those blooms!

- Phil

xo@abc-flx.org

From the Education Director

By Charlie Fausold, SN-IN

SV Morning Glory

Upcoming Classes



COVID-19 continues to wreak havoc with our educational programming,

as with many other aspects of our lives. Nevertheless, we continue to plan optimistically for the future.

Registration is now open for Marine Communication Systems (MCS), which will begin Monday, September 28th, in Room 120 of the Human Services Building in Montour Falls. The instructors will be Tom Alley and Jim McGinnis, and the course will be held both in-person (with appro-

priate social distancing precautions) as well as via distance learning. The cost is \$75 for ABC-FLX members and \$90 for members of affiliated organizations (FLYC, WGYC, USCGAux, etc.). There will be six Monday-evening classes, and then the exam. To register please contact me at SEO@abc-flx.org.

Marine Communication Systems is an in-depth, nine-chapter review of those systems available to the recreational boater, or to those with whom he/she shares the water. Radio history and spectrum definitions are presented along with definitions of radio circuits that the student should learn, to choose the best communications method for his/her situation. One chapter is devoted to the Global Maritime Distress and

Safety System (GMDSS) and another to FCC Rules and regulations to set the stage for instruction of radiotelephone operating procedures (both voice and digital messaging are covered). The remaining chapters cover High Seas radio (MF/HF and satellite communications) and other systems such as Family Radio Service transceivers. There is also a chapter on troubleshooting of radio installations.

Looking ahead, Electronic Navigation, the third and final course in the Marine Electronics series, will begin shortly after the New Year, and Boat Handling will be held later in the winter/spring.

- Charlie

seo@abc-flx.org

From the Assistant Education Officer

By John Flick

Celebrate Thanksgiving Today



We all know that our traditional holiday is over two months away, but I would like to be thankful today. We

are all very fortunate to live in a free land. Please read on as you wonder what all this has to do with boating.

There are no limits to our creativity in figuring out new ways to serve one another. For example, just about the time you may think that the fast-food industry is completely saturated, along comes Chik-fil-A. They are reported to be the most profitable fast-food chain in America on a per-location basis all while being closed on Sundays. Another great success story is that of Jimmy Buffett. If you are an avid boater, I hope you have enjoyed his great variety of island beachy music. Look at the parrothead following and fortune Jimmy has built largely from a single song titled "Margaritaville". The singer, songwriter, storyteller, marketing genius, etc. is worth well over \$500 million.

You may like or dislike any administration during any given decade but at the end of the day we are all in position to be rewarded or compensated for

providing goods and services. I am thankful that we can then take this hard-earned money and spend it on our mutual passion, recreational boating.

Isn't it amazing how many choices we have available to us to go enjoy the water? The human powered or nonmotorized options have expanded at an astonishing rate with paddle boards and kayaks that can be powered with our legs using pedals and fins not to mention the traditional canoes, kayaks, and rowing craft. These boats may be made from various plastics, wood, composites including fiberglass and Kevlar or even be inflatables.

We all know about the many powerboat options that now include hybrid/electric propulsion. We can go fast or slow. We can pile a boat load of people on the spacious tritoon boat with twin outboards. We can feel the wind in our face or be cozy and dry in a well heated pilothouse. We can create large waves pulling water-sports enthusiasts on wake boards, skis, knee boards, tubes and so on.

Lastly, we get to enjoy the wind with one, two, or three hulls under us. Wanna go kite surfing today or perhaps we will take the production hydrofoiling dinghy out and fly above the water. We also have a plethora of boating accessories to make our boating experience safer and more enjoyable.

I'm thankful for the number of choices we have to get out on the water whether it be an old beat up

aluminum jon boat or an expensive yacht with the ice maker, wine cooler, large luxurious master ensuite stateroom, barbecue grill and the list of accoutrements and goodies is virtually endless.

How about the area that we call home? We have clean water that gets warm enough to swim in. We have green hills and wacky breezes that keep us on our toes under sail. We have good facilities and places to anchor out overnight. I am thankful for our prized Finger Lakes and New York canal systems and for the times I get to sail in other tropical parts of the world.

Lastly, I am thankful for the camaraderie with my fellow boaters. We tend to be a helpful welcoming group. I know I look forward to the next friend I make on the docks that shares a common love of boating. We are all lucky for the countless volunteers that write safety standards and the fine dedicated men and women that make up organizations such as Americas Boating Club and the Coast Guard Auxiliary. We have law enforcement, technicians to repair our boats, people to haul/launch our boats, facilities to store our girls, and salespeople to make our two footitis ailment go away.

There is no turkey and stuffing today but I am thankful you took time to read my article. Safe boating as our season winds down between now and Thanksgiving and beyond.

- John

aseo@abc-flx.org

Water Lines

By Glenda Gephart, Public Relations Officer

Foul Weather Sailing



If you're more of a fair-weather boater, next time lake plans are thwarted by storms, consider a visit to the

Finger Lakes Boating Museum in Hammondsport.

A shared passion for wooden boats and their history in the Finger Lakes fueled the museum's founding in the late 1990s. Since 2014, it has been located in the historic Taylor Wine Co. buildings at 8231 Pleasant Valley Road, west of downtown Hammondsport.

"The museum founders, all active in the 'antique boat world,' felt that a museum focusing on the impact that recreational and com-

mercial boating had on the development of the lakes and tourism in the Finger Lakes Region would increase appreciation and awareness as well as help preserve these vintage craft," according to the website at www.flbm.org.

The museum's collection holds more than 200 boats, about 40 of which are exhibited. The collection has "canoes, rowboats, row outboards, outboard runabouts, inboards, hydroplanes, and sailboats."

Displays include steamboat models, boat motors and fishing tackle. A reproduction of an old cottage is a lot of fun.

Fun is the keyword! The boats on display are so diverse, you see a bit of every type and in conditions from perfect to naturally aged. Your imagination can easily put you at the helm of every craft.

The workshops are across the road from the main museum. If you're lucky, you'll get to see the craftsmen at work. They love to



talk about their projects, especially the restoration of the Pat II, a former Skaneateles Lake mail boat.

I'm proudly biased. I represent Schuyler County on an advisory committee to the Boating Museum board. I sincerely believe the Boating Museum is a must-do for every boater.

The museum is open daily from 10 a.m. to 5 p.m. Admission is \$8. Children are free. You can watch a video about the museum on YouTube at

<https://www.youtube.com/watch?v=uhT92LDgZaM>.

- Glenda
pro@abc-flx.org

Upcoming Classes & Seminars

To register for any of these classes or to get more information, please contact Education Officer Charlie Fausold at:

seo@abc-flx.org

or call 607-207-7771

Marine Communications Systems

Registration is now open for Marine Communication Systems (MCS), the second course in the Marine Electronics series. It will begin Monday, September 28th at 7:00pm in Room 120 of the Human Services Building in Montour Falls. The instructors will be Tom Alley and Jim McGinnis, and the course will be held both in-person (with appropriate social distancing and other precautions) as well as via distance learning. The cost is \$75 for ABC-FLX members and \$90 for members of affiliated organizations (FLYC, WGYC, USCGAux, etc.). There will be six Monday evening classes, and then the exam. The building will not be open Columbus Day and Veterans Day. To register please contact me at SEO@abc-flx.org

Marine Communication Systems is an in-depth, nine-chapter review of those systems available to the recreational boater, or to those with whom he/she shares the water. Radio history and spectrum definitions are presented along with definitions of radio circuits that the student should learn, to choose the best communications method for his/her situation. One chapter is devoted to the Global

Maritime Distress and Safety System (GMDSS) and another to FCC Rules and regulations to set the stage for instruction of radio-telephone operating procedures (both voice and digital messaging are covered). The remaining chapters cover High Seas radio (MF/HF and satellite communications) and other systems such as Family Radio Service transceivers. There is also a chapter on troubleshooting of radio installations.

This course requires seven two-hour sessions.

Day 1 - Introduction, Chapter 1: Radio History and Communications, Chapter 2: The Radio Frequency Spectrum, Chapter 3: VHF Communications

Day 2 - Chapter 4: GMDSS

Day 3 - Finish Chapter 4, Chapter 5: FCC Rules, Radio Licenses and the Radio Frequency Plan

Day 4 - Chapter 6: Radiotelephone Operating Procedures

Day 5 - Chapter 7: Long-Range Radio Communications

Day 6 - Chapter 8: Other Marine Communications Systems, Chapter 9: Radio Maintenance

Day 7 - Review and Examination
We look forward to hearing from you!

Boat Handling

The Finger Lakes Chapter will once again offer the Boat Handling (BH) course in the early spring of 2021. Formerly known as the "Seamanship" class, this course covers basic boat handling

and general seamanship skills needed for both power and sail boats. Instruction is provided in both classroom and on-the-water (hands-on) formats.

The Boat Handling curriculum comprises a full six-part Boat Handling course and six seminars:

- Rules of the Road: A Practical Approach
- Confidence in Docking and Undocking: Slow-Speed Maneuvering
- Boating with Confidence: Handling Your Boat Underway
- Anchoring with Assurance: Don't Get Carried Away
- Emergencies on Board: Preparation to Handle Common Problems
- Knots and Line Handling: The Knots You Need to Know

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

or call 607-207-7771

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	2020	2021	2022	2023	2024	2025
Public	ABC	ABC	ABC	ABC	ABC	ABC
Basic	Sail	Boat Handling	Sail	Boat Handling	Sail	Boat Handling
Advanced Level	Advanced Piloting	Piloting	Advanced Piloting	Piloting	Advanced Piloting	Piloting
Senior Level			Junior Navigation			
Electives	Marine Electronics	Electronic Navigation	Instructor Training	Weather	TBD	TBD
	Marine Communications		Engine Maintenance			
Seminars	Power Boating	Paddle Smart	Trailer & Docking	Partner in Command		Man Overboard!
	Trailer Your Boat	Advanced Powerboat Handling				
	Instructor Recertification					
Self Study	Any Class	Any Class	Any Class	Any Class	Any Class	Any Class

USPS News: Local, District, National & More

New Member Welcome

We welcome new members Geoff Gates, Steven Moff and Samuel Maggio who transferred into the Finger Lakes Chapter from their Cyber Member status. Welcome aboard, Geoff, Steven and Samuel! We hope you will be able to attend one of our social functions as soon as we are able to hold them again so that we can greet you properly in person!

Happy Birthday!

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

September

- Charlie Fausold
- Rachael Nichols
- Kiera Eddy
- Lynne McGinnis
- Howard Cabezas

October

- Mary Margeson
- Charles Honsburger
- Carl Blowers
- Ken Mansfield
- Lisa Alley
- Fred Seip
- Cliff Geer
- Claudia Demeritt

And we don't want to forget our neighbors in the Ithaca Sail & Power Squadron who are celebrating their birthdays:

October

- Guenter Neuman

USPS Boat Operator Certification Program

By Charlie Fausold, SEO

America's Boating Club offers an ever-expanding array of educational opportunities. But how do you make sense of all the possibilities? The Boat Operator Certification (BOC) Program provides a framework for planning your boating educational

journey, tracking and being recognized for your progress, and realizing tangible benefits. It creates a path for you, with your boat, in your locations, through the tremendous array of boating classes offered. BOC validates what you have learned at different levels of recreational boating proficiency and develops the confidence to take your family and friends on the water safely and skillfully.



Marine Partners:

Please be advised that there are large **obstructions located in and just outside of the inlet at Ithaca.**

Just past the white marker on the outbound starboard side and also at
N 42°27.79' 8.2'left W 76°30.878'

Please notify boaters.

The Canal Corporation has been notified and will be addressing these hazards to navigation when crews can be dispatched.

It is advisable to remain at low speed and when traveling in this vicinity to avoid damage or serious injury.



So what is it? To achieve certification at a given level, a candidate must complete Advanced Grade courses, Elective courses and USPS Seminars relevant to that level. In addition, candidates must demonstrate their proficiency in a set of practical skill tests on land as well as on the water. There are four BOC levels: Inland Navigator, Coastal Navigator, Advanced Coastal Navigator, and Offshore Navigator. The requirements for achieving each level of certification are listed on the ABC national website, and may be accessed by [clicking here](#).

BOC offers potential benefits beyond personal motivation and achievement. For example it may lower boat insurance premiums and/or facilitate bareboat chartering. It will also position our members to meet new licensing requirements at various governmental levels, including internationally.

Under the leadership of DEO Tom Alley discussions are underway in District 6 about how to utilize distance learning and coordinate and schedule the educational offerings of different

local squadrons so that members can progress through the various BOC levels in a reasonable timeframe. In the short term, ABC-FLX leadership is considering including some BOC activities as part of our planned rendezvous at Sampson State Marine Park this summer. Stay tuned!

Free Vessel Safety Checks

By Ray Margeson

ABC-FLX has a team of Vessel Safety Examiners that provide free vessel safety examinations to Coast Guard standards. This summer, your team will be doing group inspections at several marinas around the area. The team consists of members Mark Erway, Charlie Fasould, Don Kloeber and Ray Margeson.

We are looking for some volunteers to assist at these inspections and we are looking for anyone interested in joining us and thinking of becoming a certified Vessel Safety Examiner. Contact any of the named inspectors if you wish to be involved.

Late-Breaking News

By Tom Alley, District Education Officer

In an email I received just prior to publishing this issue, New York State and NASBLA have announced that accommodations for allowing remote/virtual classes for Boating Safety have been extended through the end of the year. See your local Education Officer for details.

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 Seneca Squadron or one of our neighboring squadrons.

Contact Tom Alley:

editor@abc-flx.org

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Building the Southwester Dory – Part II

By Charlie Fausold

Vessel

I thought for sure that this story for the Drum would be only two parts and this issue would include a final photo of my new dory under sail. Alas, there will be a Part Three at least. Despite working diligently every day I have only just begun finish work, having applied a coat of primer to the hull exterior yesterday. Yet to come are final shaping and sanding of the center board and rudder/tiller assembly, 2-3 coats of paint on the hull, and multiple coats of varnish on the interior. Then I can turn my attention to shaping

the spars and rigging and fitting out.

Since the last issue, interior compartments were completed and the area under the bunks was filled with foam flotation, required by regulation since the boat is capable of motor power.

Next came the decking, fore and aft storage compartments and

hatches. I added a bit of decorative marquetry at the bow end.

The decking, which was assembled and then installed in one piece, received a layer of fiberglass.

Next came the outwales and inwales (collectively the gunwale) requiring lots of clamps! The little blocks of wood spacers serve the function of the ends of the ribs in traditional plank on frame boat construction. With the stitch and glue technique I

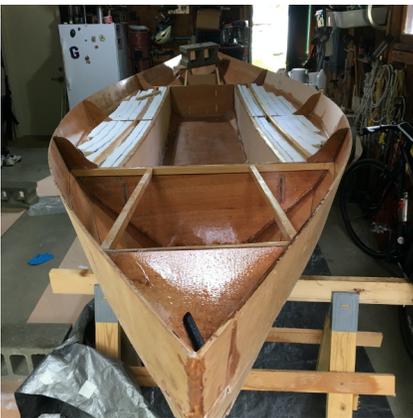


Photo 5: Interior showing frames, stringers and foam flotation.



Photo 7: Inwales and outwales.



Photo 9: Decking receiving a layer of fiberglass.



Photo 6: Decking complete with hatches and a bit of decorative marquetry at the bow end.



Photo 8: Main mast partner and step.



Photo 10: The centerboard faired fore and aft.

am employing there are no ribs of course and the inwales are optional, but I like the traditional look and they do provide a convenient place to tie off a fender.

Next came the main and mizzen mast partners and steps, and centerboard and kick-up rudder assemblies. Everything is covered in epoxy of course, prior to final painting or varnish. Lots of

sanding in between, especially fairing the rudder and centerboard!

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The Last Word

By Tom Alley, SN

♪It's Summertime, Summertime, Summertime, Summertime... ♪



What a summer we've had! For those of you who think it's been too hot, I have one word for you:

FEBRUARY! As for me, I seem to have grown an affinity for warmer weather, so this has been a good year, if my opinion means anything.

Unfortunately, we've had to curtail much of our summertime social activity due to COVID-induced restrictions. This is a shame because we've been unable to share our love of boating and spending time on the water during this wonderful weather with others who also appreciate these things. I don't know about you, but this just grates against my nature to not be able to share what I love with others.

Bermuda Update

By now many of you have heard or read about a little jaunt I've been trying to accomplish: Competing in the 2021 Marion-Bermuda Race. Although preparations began three years ago, the last three months have (inevitably) become extremely hectic and a blur of activity to try to cross off everything left on the to-do list. Amidst all of this have been a number of external factors, over which this skipper has no control, that could shut down the entire project without any warning. It's been stressful, to say the least.

Supply chain disruptions this spring made it difficult to get some of the parts and supplies needed for the remaining boat projects. After that it was the unknown of when (if) the New York canals would open. They finally did on August 14th, only to see a couple of key locks close down due to mechanical issues the following day. Then reopen. Then close again. Then reopen... As of today, the last lock to block our way to the Hudson River reopened and has

managed to stay open for nearly 24 hours.

Assuming the canals remain open, by the time you read this we will be loading the final supplies onto *Tomfoolery* to begin a 6-day journey through the canals to the Hudson River where our fair sloop will be staged for the winter. Then, assuming the race is not canceled, we will continue onward to Marion, Massachusetts next May.

See you soon!

- Your Editor, Tom

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Postscript

A couple of weeks have passed since I wrote the preceding paragraphs. At this moment we have just tied up for the evening at Lock 21 in New London, NY after our second day of transiting the NY canals on our way to the Hudson River. Where the first day was idyllic and calm, the second was hectic and busy.

Boat traffic on the Erie Canal was extremely heavy today, and as we crossed Oneida Lake, we had numerous "close encoun-

ters” with power boaters passing us less than one boat length away – usually at a *very* high rate of speed. (One of these boats had to be doing at least 75mph!) These “skippers” (and I use the term very loosely to refer to them) could use some time in the various classes we teach.

However, even these annoyances melt away as we sit in a peaceful spot in the canal tonight following a satisfying dinner cooked aboard. After all, what can possibly beat a day (or several) on a boat with some close friends!

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Post-Postscript



Photo 11: Tomfoolery at Coeymans Landing on the Hudson River.

After three more days we arrived at our destination on the Hudson River, traveling approximately 280 nautical miles and traversing 28 locks. (Four up

and 24 down, for those of you who are curious.) We stepped our mast at Castleton-on-Hudson and are now berthed at Coeymans Landing for the winter, approximately halfway to Marion, MA. Next spring the plan is to continue with the second half of our delivery cruise and then onward to Bermuda in the 2021 Marion-Bermuda Race. The journey has begun!

Many thanks to Mike Crouse and Jim McGinnis for helping with this delivery!

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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 2020

- 01 Seneca *Drum* September issue publication date.
~~06-13 Governing Board Meeting, Raleigh, NC (National)~~
 08 Bridge Meeting (1900)
 12-13 Cruise to Geneva with FLYC.

October 2020

- 13 Bridge Meeting (1900)
 16 Deadline for *The Deep 6* articles (D/6)
 23 Deadline for *Drum* articles

November 2020

- 01 Seneca *Drum* November issue publication date
 10 Bridge Meeting (1900)
 13-15 District 6 Fall Council & Conference, *Radisson Inn, Corning, NY* (D/6)
 18 *The Deep 6* fall issue publication date. (Delayed to cover Conference activities.) (D/6)

December 2020

- 18 Deadline for *Drum* Articles

January 2021

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

February 2021

- 01 *The Deep 6* winter issue publication date. (D/6)
 09 Bridge Meeting (1900)
 07-13 USPS Annual Meeting, *Ponte Vedra, FL* (National)
 22 Deadline for *Drum* Articles

March 2021

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

- TBD District 6 Spring Council & Conference (D/6)

April 2021

- 13 Bridge Meeting (1900)
 16 Deadline for *The Deep 6* articles (D/6)
 23 Deadline for *Drum* Articles

May 2021

- 01 Seneca *Drum* May issue publication date.
 01 *The Deep 6* spring issue publication date. (D/6)
 11 Bridge Meeting (1900)
 15-21 Safe Boating Week (National)

June 2021

- 08 Bridge Meeting (1900)
 18 Marion-Bermuda Race start, *Marion, MA*.
 18 Deadline for *Drum* Articles
 18-19 Waterfront Celebration & Cardboard Boat Race, *Watkins Glen, NY*.

July 2021

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

August 2021

- 01 *The Deep 6* summer issue publication date. (D/6)
 10 Bridge Meeting (1900)
 20 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.