

AMERICA'S BOATING CLUB

For Boaters, By Boaters®




THE DRUM

A Publication of the Finger Lakes Chapter

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editor@abc-flx.org

From The Commander

By Jim McGinnis, AP SV Brewster

View from the Bridge

Just wanted to let you all know I was honored this year to receive from our District 6 Commander, Nancy Bieber, the District 6 Commander's Achievement Award pictured below. It represents the great job that our Club has done in supporting the District on many fronts in the difficult 2020. We continued our classes on-line; we supported a district-wide Instructor Recertification seminar taught by Charlie Fausold and we supported the repeated attempts to schedule a District Conference which has lately been deferred to April of 2021. *THANK YOU* to our members, instructors, and Officers for supporting us throughout the year.

I also wanted to highlight that we recently completed the Marine Communications elective this fall. Here is a cliff notes version for those that just want to get the gist. This elective is needed for boating beyond Seneca Lake, which some members are considering.



DSC (Digital Selective Calling) is an expanded capability for a standard marine VHF on our boats. It can perform an automated MAYDAY call to the



Coast Guard with your GPS position included. Easy for Coast Guard and it allows them to screen out fake MAYDAY's quickly. (Unbelievable – people issue fake MAYDAY calls.) The radio continues to call until the Mayday is acknowledged. Cool! When you consider that during an emergency the Captain and crew can be busy with things other than operating the radio. A big benefit is being certain the call was heard, for all onboard. I just installed a VHF radio with DSC and GPS on *Brewster*.

EPIRB – has two transmitters and when activated it sends a GPS signal to the Coast Guard by Satellite at 406 MHz and then initiates a 121.5 MHz homing signal to allow the boat to be tracked easily when rescue teams get to the area!

AIS – a radio with additional transmitter and receiver in the VHF band – for the line of sight (~20 mile) radius of all the commercial vessels (plus recreational boats with AIS) with speed and direction for the purpose of collision avoidance. So, if you are considering chartering a boat outside of our area someday, we are teaching the classes you need to be prepared for the technology used outside our Finger Lakes.

Our goals for this year included expanding our social contact with our members. WOW - That was met with the largest pandemic in 100 years. We cancelled all our large social events and District 6 cancelled the Spring and Fall meetings which we had scheduled for the Corning, NY Radisson Hotel. In-person classes with on-the-water activities like ABC and

Sail were cancelled. In response, we shifted classes like Advanced Piloting on-line and our Bridge Meetings on-line. Ray Margeson did just one Vessel Safety Check for Tom Alley before *Tomfoolery* headed to the Hudson River in preparation for the Marion to Bermuda Race next June. We also made an effort this fall to call every family in the Club and let them know we are still doing classes and have a Change of Watch with a guest speaker January. Thanks to John Flick for that idea and follow through.

We did have a terrific weekend trip to Sampson at the end of July. Six boats made the trip and had a fun, socially distanced event with a GPS scavenger hunt. The weather was rough for the return trip (30 knots on the nose) and a few boats chose to delay the return trip to Monday or Tuesday.

Look for an invitation in your email to attend the on-line Change of Watch on January 17th, 2021 at 1PM. In a Free Conference Call Meeting, we will install the new slate of Officers for 2020 and have a presentation by the Finger Lakes Boating Museum on the Restoration of the *MV Pat II*, a 39-foot launch built in 1924, which served as a tour boat in the Thousand Islands from 1924 to 1955.

(<https://tinyurl.com/y98ott6f>) Please mark your calendar to join us.

So now we have a vaccine, and we know that dawn will break on the horizon again to light better days. Enjoy the cards and

The Drum

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letters from friends and talking to family more than ever this year. Make gifts to charities to help the less fortunate when you can. 2020 is a year to remember and a year to forget. Remember always that

our link to others is essential to life itself and gives it meaning.

Fair Winds and following seas,

- Jim, *SV Brewster*
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From the Executive Officer

By Phil Cherry, S

SV Harmony

Now is Your Chance!



Have you ever dreamt about cruising the lake in one of those beautiful wooden speedboats popular in

the 1940s and '50s? You know, one of those gorgeous teak or mahogany boats where the engine is the size of a small car and you'd have to sacrifice your kid's college education to buy?

My uncle Tom had a 1951 Chris Craft he motored around Lake Dunmore in Vermont when my family would go up to visit in the early 1960s. I will always remember the smile he'd get showing off his baby and the deep satisfaction he got when he cranked up the motor and you'd hear that low rumbling gurgle as the dual exhaust pipes spewed gas fumes and cooling water.

The craftsmanship exhibited in those old boats stands in sharp contrast to the fiberglass speed boats manufactured today, which are admittedly much easier to

maintain, but lack the class of all wood construction.

So, if you are like me and you reminisce about old boats... or better yet think you might like to try your hand at restoring one, you are in luck! The Finger Lakes Chapter of America's Boating Club has secured Mr. Ed Wightman of the Finger Lakes Boating Museum to speak to our membership at the upcoming Annual meeting (January 17, 2021 by virtual videoconference – mark your calendars!) on the restoration of the *Pat II*, a 1924 launch recently restored by the Museum's volunteers and destined to cruise Keuka lake beginning in the summer of 2021.

The *Pat II*, a 39-foot launch built in 1924, served as a tour boat in the Thousand Islands from 1924 to 1955. In 1956 she was moved to Skaneateles Lake and served as a tour boat and US Postal Service delivery boat on the historic Star Route 13 until 1991. She has been out of service since, having languished in a marina bone yard. She came to the Finger Lakes Boating Museum in 2014 from the Skaneateles Historical Society. The *Pat II*, named after builder George M. "Pat" Comstock, has been rehabilitated

mostly by skilled volunteers. Her home port will be Hammondsport and she will make appearances on other Finger Lakes and beyond to broaden her audience as a cruise boat and teaching tool for the museum.¹

Our annual meeting is also our Change of Watch, or the proceeding where our Bridge officers and Executive Committee members are sworn in for another year of leadership for our local boating club. Normally we hold these meetings in person combined with a meal and some social gathering. With Covid this year, we need to alter our traditions a bit by going virtual, but that change offers an opportunity to expand attendance beyond the usual 20 or so participants and spouses. Thanks to the wonders of technology, you can now join in the meeting without ever having to leave your house. No special clothes or outfits required... you can leave the meeting at any time and mute the call if you need to catch up on that important football game. And even better, there's no cost to join in the call!

As dues paying members of this great organization, you should really check out your leaders and support the organization through

your attendance at our annual meeting. The added benefit this year is that you can hear Ed Wightman discuss the restoration of the *Pat II* and give some thought to undertaking such a project yourself..., or not.

In any event, if you've ever wondered about the leadership of the Seneca Sail and Power Squadron, now doing business as America's

Boating Club – Finger Lakes Chapter, this is your chance, and we would welcome your attendance.

We will be sending out the meeting invitation and website link in early January, but in the meantime, mark your calendars for what promises to be our best Annual Meeting ever as we gladly

say goodbye to 2020 and welcome what has to be a better year in 2021!

- Phil

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1. This paragraph was taken from the Finger Lakes Boating Museum's website description of the *Pat II*

From the Education Director

By Charlie Fausold, SN-IN

Subtitle



The ongoing pandemic has limited our ability to gather socially and to hold in-class and

on-the-water (OTW) educational programs. While we wish it were otherwise, this has not been an entirely bad thing inasmuch as it has challenged us to find new ways to carry out our mission. One positive development has been the effort spearheaded by DEO Tom Alley to encourage USPS squadrons throughout District 6 to share notices of upcoming classes. When classes are offered via an online platform such as Zoom or Free Conference Call, geography is no longer a barrier to participation. For example, three members of the Syracuse

Sail and Power Squadron has registered for our Electronic Navigation course beginning on January 11th. Similarly, three of our ABC-FLX members are taking Engine Maintenance with the Syracuse Sail and Power Squadron.

While distance learning has its limitations, it also allows us to share the talents of our instructors district-wide while also expanding the range of educational opportunities available to our members. Look for more of this in the future.

As noted, 2021 will kick off with Electronic Navigation, the third course in the three-part Marine Electronics series. Next up will be Boat Handling (formerly Seaman-ship) later in the Spring. Boat Handling is one course (actually six separate but linked seminars) that benefits from an on-the-water element so the exact timing will be dependent on the prospects for

SV Morning Glory

an easing of social gathering restrictions. The same is true for America's Boating Course offerings, for which we may expect pent-up demand.

Finally, don't forget the benefits for self-directed learning. Have you checked out [Americas Boating Channel](#) on YouTube? You'll find a series of short, 4 to 5-minute educational videos, expertly produced, on a wide variety of boating topics. Currently a four-part series on navigational rules is being rolled out, one per week. As you browse the list of topics on the left-hand side of the page, be sure to check out the videos on [Cold Water Survival](#) and [Safety Tips for Paddle Sports](#). You may recognize the locale and see a few familiar faces!

- Charlie

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From the Assistant Education Officer

By John Flick

A Brief Look at the Maritime World, Many Centuries Ago



I thought it would be fun to share some random thoughts about what being on the water was like prior

to 1801 or the 19th century. I'd like to sail back to a time long before steam power, the Beatles, the VW beetle, or McDonald's restaurants. I'm confident you will find it interesting and this article will make you appreciate today's recreational boating even more.

We should appreciate the courage, tenacious endurance, and the willingness to adventure off over the horizon to the unknown of the seaman that came before us. In researching this article, I didn't find any information on the ships that sailed off the edge of the world.

What follows is general information that is not written about any specific time, area, or culture. A detailed study of crusaders/pilgrim transportation, Arabia and the Far East, Mediterranean nations, Persians, Greeks, Venetians, Ottoman Empire, Ming Dynasty, European nations, Minoan civilizations, Phoenicians, and on and on is well beyond the scope of this article. There is much about the origin of ships that will never be known.

Inland water and sea travel has taken place for many many thousands of years. This fact alone makes the boater's mind wander in astonishment. Historians don't always agree and information on interior arrangements and practical matters like cooking and sanitation are frequently regarded as fragmented and conjectural. Detailed ships plans and sketches were never saved using Windows or MacOS. Later, in the pre-camera days, scaled models, archeological digs, pottery, seafarers' journals, and artists' illustrations were used to gain information. Fact or fiction, fable or not, let's hoist the sails and travel way, way back together.

What was man's interest in the water? Merchant ships for trade were made to move people and materials. War ships were used for expansion, exploration, fighting, and defense. Naturally, there were boats for sustenance such as hunting and fishing. As would be expected, the list of priorities such as speed, maneuverability, and cargo capacity varied based on the purpose of the vessel. Let us hope that seaworthiness was not compromised in the interests of other specifications. What designer or builder wants to hear that all hands were lost at sea or that the ship was destroyed by the enemy or that the ship and cargo were a total loss?

A small crew would minimize cost while warships had to carry vast supplies of armament, provisions, water, and men along with

crew berthing space. As we educate ourselves about maritime history, there are as many questions raised as there are answered. For example, how do you keep a ship from bending or hogging and distorting with heavy guns located as high above the waterline as possible? Adding bracing and support structure to a hull reduces capacity and adds weight all while reducing speed. Where was the happy medium?

What form did the first boats take? There were rudimentary rafts, barges, logs, and dugout logs. Some building materials were papyrus reed (with air filled pockets), animal skins, and obviously, wood. Some boats were nothing more than blocks of wood pegged together: The hull was weak since it had no frame and was held together by lines stretched lengthwise around the hull and across it at the bow and stern.

The idea of starting with a backbone consisting of a keel, stem, and stern post, then adding ribs and planking was a significant step forward in ship building. Fasteners were either iron, copper, or wood trennels (treennails/dowels). Planks may even be lashed together with grass, reeds, or pitch used between the planks to try to seal the seams and keep water out. At some point, a steering oar was replaced by a sternpost mounted rudder and eventually, a steering wheel was used.

Common sense tells us that ship building takes place in an area with deep water and timber stock

however a number of craft, both small and surprisingly large, were started some distance from the water in the fall, then hauled by oxen over the snow to the water's edge. The slow laborious crude building methods used hand tools such as axes, planes, saws, and adzes.

In "a skin-covered boat, Neolithic farmers would have been able to carry two or three cattle, or about ten pigs, sheep, or goats". The "legs of the animals would have been tied and they would have been laid on litter or brushwood in the bottom of the boat". The "length of the journey must have been limited by the length of time the livestock could be kept alive without being fed or watered as well as by the endurance of the rowers or paddlers".

A partial, with great emphasis on *partial*, list of what the boats were called is: sampan, junk, galleon, skiff, nef, cog, carrack, currach, clipper, pink, shallop, dhow, felucca, baghlah, sambuk, and jangada.

The 100-foot by 15-foot galley (a type of ship mainly rowed with a long slender hull, shallow draft, and low freeboard) was "usually manned by two or three banks of oarsmen". Galleys "fought the first recorded naval battle at Salamis in 480 BC when the Greek fleet routed the Persians". Galleys "were equipped with sails but these were never used in battle – to set sail was an admission of defeat".

Speaking of sails, some of the rigs were schooners, square rigs, barque (bark or barc), barquetine, sloops, and ketch. Oftentimes, there is a lot of overlap and grey

between the hull type and the rig type.

Ships were generally described by capacity in tons and armament versus length (and brand) as we would today. The largest ships of the East India Company were over 1000 tons. Boats were propelled by rowing or sail or a combination of both. Recognizing that rowing is more efficient than paddling was an advancement.

During the Crusades, the transport of horses was a recognized business. These ships had holes in the side of the hull or doors cut in the side so the horses could be more easily loaded and off-loaded.

What were the challenges associated with sea travel? Cramped quarters, the elements (wind and sea), both storms and sweltering calms, fever, scurvy, dysentery, little to no hygiene, poor ventilation, contaminated bilges, and fire. Below decks were cluttered and men could not stand upright. If a patient died in bed, their remains were sewn up in sailcloth, weighted by a cannon ball at their feet and as the captain recited a funeral oration, they were dropped into the sea.

Crews of merchant ships had to be prepared to defend themselves against the attacks of privateers and pirates. There were even famous women pirates such as Ann Bonny and Mary Read. Most merchant ships carried guns and the larger vessels were usually heavily armed. Male passengers were expected to take part in the defense of the ship. In some cases, every man was given a specific task at a specific station or great gun upon boarding the boat, almost like a modern-day cruise

ship muster station drill. Some merchant ships had a line of dummy gun ports, painted at the lower deck level so a ship carrying about 30 guns would be mistaken for a 64-gun warship. The first person to yell out the long awaited "Land ho!" on a passage could be rewarded with additional pay.

What did mariners eat? In short, the food was bad. Bread only lasted a few days after which hard biscuits were served. Unless a sick animal was killed off from the stable, salted meat was served along with musty foul drinking water. Provisions could decay, deteriorate, and become worm infested on long passages. Oatmeal, cheese, rice, potatoes, and molasses were available sometimes. In some cases, fish was caught, or livestock and poultry were brought for fresh meat, eggs, or milk. Galley slaves may have received pease pudding or lentils, biscuits, and wine vinegar. Pease pudding was not pudding at all but was mashed legumes (peas or beans). The definition of galley slave is a criminal or a prisoner of war who is forced to row. In some cases, passengers were given a morning swig of Malvoisie white wine as it was considered an antidote to sea sickness.

How did they navigate? The astrolabe – an instrument for measuring the height of the pole star above the horizon, and the compass were used. The octant and sextant came later. Prior to instruments to help determine position, ships tended to hug the coastline not to mention the fact that square riggers could only sail with the wind. A helmsman was also called a steersman.

Without sailing ships, the early colonists could not have existed. The ship was commonly cherished, as the life of the sailor may depend on it. I suspect this dependence led to amazing levels of adaptability, common sense, self-reliance, and independence. The dissemination of accumulated knowledge was undoubtedly challenging; however sailors and designers would have the same level of curiosity and power of observation as any current generation.

The next time you are planning a Captain Bill's adventure, please keep the following in mind:

- Make sure you bring the correct number of shillings.
- Shave your head if you have lice.
- Leave your filthy stories, blasphemy of God, and detestable swearing at home. Also, dicing, carding, tabling, and other devilish games are forbidden.
- Knights, merchants, and sailors are allowed one chest each. Servants are forbidden to bring a chest onboard.
- Eggs or anything requiring preservation may be buried in the sand or gravel ballast.
- Take oath to be obedient to every captain and master of the ship.
- Swords must be put in custody of the master.
- No spirits or gunpowder to be taken onboard by any passenger.
- No smoking between the decks.

Safe sailing and remember a few extra lemons and limes.

- John

aseo@abc-flx.org

o o o o o

Water Lines

By Glenda Gephart, Public Relations Officer

Welcome 2021!



I think most of us are quite exhausted from thinking about and talking about the challenges of 2020.

And quite

dispirited by the tragedies so many have had to deal with. But the start of a new year is always a good time for optimism and heartfelt intentions.

Intentions, otherwise known as resolutions! So, here's my annual list – some repeats – for we who look to time on the lakes to fuel our joys and optimism:

10. More! Pledge to spend more time on or near the water in

the 2021 season. When you don't have enough time to launch, simply pack a picnic and find a shoreline park.

9. Explore! Before the season begins, choose a few new places to visit by boat. Start your planning now.
8. Learn! America's Boating Club chapters offer several boating courses during the year, including some online. Visit the ABC-FLX website at <http://ABC-FLX.org> to find one that will enhance your boating experience.
7. Comply! Starting January 1st, 2020, New York State law required that all operators of motorized craft – regardless of age – take a boating safety course. Under the five-year, phase-in of Brianna's Law, in 2021 all boat operators born on or after January 1st, 1988,

must complete a safety course. Go to ABC-FLX.org for information about America's Boating Course, which meets the state certification requirements.

6. Read! Countless memoirs and adventure tales have been written in which the boat is the star. I recently found this list of books about sailing adventures at an award-winning online blog: www.navigate-content.com/sailing-adventure-blog/best-sailing-books.
5. Enjoy! ABC-FLX events were affected by health and safety limitations in 2020. Here's to optimism that 2021 will bring back the gatherings we enjoy.
4. Try! Try something new in 2021. A lot of folks discovered kayaking in 2020. The launch on Seneca Lake in Watkins Glen was always

- busy. The folks who rent kayaks are eager to give instructions to first timers.
3. Maintenance! Carefully plan and then follow your maintenance checklist before launching for the season. Need some advice? Contact the ABC-FLX at VSC@abc-flx.org.
 2. Safety! Contact us to schedule a free Vessel Safety Check. A certified examiner will be happy to perform the check for you.
 1. Love the lake you're on! Appreciate every moment, every wave, every breeze. Look for the eagles and the peregrine

falcons. Take that swim and cast that line. Listen to the quiet and to the laughter of children on a tube. Be grateful for our lakes!

- 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

Electronic Navigation Systems

The third part of the Marine Electronics series of elective courses, *Electronic Navigation Systems* introduces GPS technology from the most basic receiver to chart plotter systems for navigation on board. The process of navigating by establishing waypoints and routes, and then running the planned courses, is demonstrated. Further, electronic charting software for the desktop computer is examined, with creation of waypoints and routes on the desktop and subsequent download to the on-board unit. Despite differences among the various manufacturers' offerings, a thorough discussion of the features being made available is included.

Special attention is paid to apps for tablets and smartphones that provide the electronic navigation

function at the helm, for relatively little cost.

Students should be familiar with basic charting concepts such as latitude, longitude, the compass, course plotting, and time/distance calculation, to get the most out of the course.

The course will meet online (via FreeConferenceCall) on Monday evenings beginning January 11th at 7:00pm. The course will last approximately 8 weeks.

Boat Handling

The 2019 *Boat Handling* (BH) curriculum, formerly known as the Seamanship course, 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

Students who complete the 2019 *Boat Handling* course and pass the exam will receive credit for the *Boat Handling* course and earn the Seaman grade. They will also receive seminar credit for each of the class sessions attended.

Boat Handling will begin in May 2021.

America's Boating Course

If you are interested in an exciting, in-depth boating knowledge course, check out *America's Boating Course* (ABC). This course may be taken as a classroom course or as an interactive home study course for people whose schedule and obligations would make it difficult to attend a classroom course.

Many boat insurance companies will offer discounts on boating insurance to boaters who successfully complete *America's Boating Course*. And, this basic boating

knowledge course will give you the education required by most states to obtain a state boat license or operator certificate.

This course will be offered in April 2021.

Marine Navigation

Marine Navigation (currently offered as Piloting) is the first course in the sequence of USPS courses on navigation, covering the basics of coastal and inland navigation. This course focuses on navigation as it is done on recreational boats today and embraces GPS as a primary navigation tool while covering enough of traditional techniques so the student will be able to find his/her way even if their GPS fails. The course includes many in-class exercises, developing the student's skills through hands-on practice and learning.

Ten classes of two hours each normally are scheduled for presentation of this course. In addition the students have seven days to complete the open book exam. Topics covered include:

- Charts and their interpretation

- Navigation aids and how they point to safe water
- Plotting courses and determining direction and distance
- The mariner's compass and converting between True and Magnetic
- Use of GPS – typical GPS displays and information they provide, setting up waypoints and routes, staying on a GPS route.
- Pre-planning safe courses and entering them into the GPS
- Monitoring progress and determining position by both GPS and traditional techniques such as bearings and dead reckoning
- The "Seaman's Eye" – simple skills for checking that one is on course.

This course will begin in the fall of 2021.

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	2021	2022	2023	2024	2025	2026
Public	ABC	ABC	ABC	ABC	ABC	ABC
Basic	Boat Handling	Sail	Boat Handling	Sail	Boat Handling	Sail
Advanced Level	Marine Navigation	Advanced Piloting	Marine Navigation	Advanced Piloting	Marine Navigation	Advanced Piloting
Senior Level		Junior Navigation				Junior Navigation
Electives	Electronic Navigation	Instructor Training	Weather	TBD	TBD	Marine Electronics
		Engine Maintenance				Marine Communications
Seminars	Paddle Smart	Trailer & Docking	Partner in Command		Man Overboard!	Power Boating
	Advanced Powerboat Handling					Trailer Your Boat
				Instructor Recertification		
Self Study	Any Class	Any Class	Any Class	Any Class	Any Class	Any Class

USPS News: Local, District, National & More

Happy Birthday!

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

January

Katie Alley
Maura Toole

February

Billy Alley
Meg Cabazas
Sebastian Gates
David Hursh

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

January

Auguste DuPlan
Maxine Flagg
James Graney

February

Charles Indelicato

National Boating Safety Survey Shapes Local, National Safety Policy

Life in the Finger Lakes Magazine

An all-encompassing report on recreational boating activity in the U.S. is giving the U.S. Coast Guard, policymakers, and the boating community the ability to shape smart boating safety policy into the future.

According to *Life in the Finger Lakes* magazine, the report was recently issued by the Coast Guard. The National Recreational Boating Safety Survey looks at boating participation demographics, trends, boat use, at-risk boating populations, boating safety and more. The survey data, captured in 2018, includes all types of on-water activity from canoes, kayaks, rafts and rowboats to sailboats,

skulls, airboats, motorized boats and personal watercraft.

Go to

<https://tinyurl.com/yarpt5ss>

to read the report. Or go to

<https://tinyurl.com/y97mey9q>

to read the magazine's story online.

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

o o o o o

On Board Ship – SV James Maury, May 1859

By Charlie Fausold

Vessel

From a letter written by my great-great-great-grandfather:

“I have this day arrived in New Bedford and finished this long and tedious voyage, commenced Nov. 29, 1855. In performing this voyage, I have doubled Cape Horn twice, crossed equinoctial line 8 times and been in the Arctic region 3 times. Once I have been as far north as 71½ degrees. There I found the icy barrier beyond which no ship can go. Here we had daylight 4 months and no night in this time, and were among the ice all the while. I have been three times to New Zealand, 5 times to Sandwich Islands, once to Marquesas Islands, 3 times to the Herney Group, once to Paragonia and have sailed 87,000 miles.”

- Captain Ezekiel L. Curry

o o o o o

Epilogue:

In 1864, five years after Capt. Curry's last voyage, the James Maury was back in the Pacific and off the coast of Guam when Capt. Sluman Gray suffered “inflammation of the bowels” and died. According to a New England Historical Society article (<https://tinyurl.com/ybfgqtvo>), Capt. Gray's wife was aboard and decided to preserve her husband's body in a cask of spirits (probably rum) so it could be returned to New Bedford for burial. The presence of Mrs. Gray, her pickled husband and their young children spared the James Maury from being burned when it was subsequently captured by



Photo 1: Captain Ezekiel L. Curry

the Confederate raider Shenandoah.

Capt. Curry maintains a watchful eye over Seneca Lake from his eternal resting place in Greenwood Cemetery, Watkins Glen.



Photo 2: The parallel rules Captain Curry used during the trip mentioned in this article.

The Last Word

By Tom Alley, SN

SV Tomfoolery

The Art of Management



Is it just me, or are we regressing at an exceptional pace? The more I look around, the more examples I find

that we appear to be losing the ability to manage. As I continue to look around, the rate at which these skills are leaving us appears to be accelerating.

Two specific examples I'd like to mention here are the management of risk and the management of emotion. Both have been happening for a long time (decades), but it seems like the trend has been picking up speed during the last few years.

I've written about risk management before. It seems like there is considerable confusion between managing risk and avoiding it. When looked at closely, the two approaches are really opposites.

Risk management acknowledges the existence of risks, attempts to identify them, and then identifies proactive approaches to (a) minimize the odds of the risk occurring and (b) mitigating the risk should it come to pass.

On the other hand, risk avoidance simply seeks to avoid all exposure to risk, frequently by

electing to not pursue an activity in order to remove oneself from a risk entirely.

In other words, not going out on one's boat if there is a big, dark, rumbling storm cloud approaching the marina is risk management. Not going out in one's boat on a sunny day because, "It *might* get stormy this afternoon" is risk avoidance.

Perhaps related to this is my citing of the trend of decreasing emotional management. What do I mean by this?

Are you old enough to remember when you could listen to a news program or read a newspaper and learn the history behind some of the events of the day? Not now. Just compare the amount of time spent putting a current story into context versus reporting how people "feel" about it.

In the extreme case, feelings are then used to justify what can best be described as "thoughtless" behavior that is both hurtful and damaging. Unfortunately, the use of the word "extreme" is no longer synonymous with "atypical".

We need to rediscover the art of management. Management of risk and management of our emotions.

Bermuda Update

As you read in our Commander's column, my fair

sloop, *Tomfoolery*, is now safely stored along the Hudson River for the winter, awaiting a day in May when the tides will be right, and we can relaunch for the next phase of our adventure. Now comes the planning for the final phase of preparation for the 2021 Marion-Bermuda Race.

As of Christmas Day, there were 45 boats registered to compete in this event (44 monohulls and one catamaran). There's a reality associated with this as I'm beginning to see some names of specific people attached to specific boats. Up until now they've been just an email address or a voice on a telephone. Now their names are associated with a specific boat: Ernie with a Hinkley Bermuda 40 called *Amethyst*, David and a C&C 40-2 named *Corsair*, Chip and a Morris 32.5 called *Selkie*.

It's exciting. It's also terrifying. I'm literally a big fish from a small pond setting himself up to compete with other fish on the "big pond". It'll be interesting, that's for sure!

Until next time!

- 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

January 2021

- 01 Seneca *Drum* January issue publication date
- 07 Education Department Meeting, *Online* (D/6)
- 12 Bridge Meeting (1900)
- 15 Deadline for D/6 *The Deep 6* articles. (D/6)
- 17 Seneca Change of Watch, *Online virtual event*.

February 2021

- 01 *The Deep 6* winter issue publication date. (D/6)
- 04 Education Department Meeting, *Online* (D/6)
- 09 Bridge Meeting (1900)
- 14-21 USPS Annual Meeting, *Online only*. (National)
- 22 Deadline for *Drum* Articles

March 2021

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

April 2021

- 09-11 District 6 Spring Council & Conference (D/6)
- 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)
- 17 Deadline for *Drum* Articles
- 18 Start of Marion-Bermuda Race, *Marion, MA*.
- 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

September 2021

- 01 Seneca *Drum* September issue publication date.
- 14 Bridge Meeting (1900)
- TBA Governing Board Meeting (National)

October 2021

- 12 Bridge Meeting (1900)
- 15 Deadline for *The Deep 6* articles (D/6)
- 22 Deadline for *Drum* articles

November 2021

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

December 2021

- 17 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.