

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

Great Expectations! We thought we would be sailing in the Marion to Bermuda Race on June 18th but that was cancelled due to COVID. Instead, we spent most of May and June on *Tomfoolery* in the Hudson River, Long Island Sound, and Block Island Sound to Martha's Vineyard. This was one of those trip-of-a-lifetime events that I hope Lynne and I can make more common since my retirement.

We sailed 24/7 at times and ventured a bit into the Atlantic Ocean south of Block Island. I became accustomed to sleeping on the heeling boat, taking a shower while wavering around on dry land and only felt a touch of sea sickness while overheated in winter gear down below for a bit on a rough and windy Long Island Sound.

All the education and training I have received from the USPS has made a lot of this possible and a



lot more fun. I hope every one of our members gets the education and training they need to accomplish their boating goals and dreams.

In May, I joined Tom Alley on *Tomfoolery* with Andrea Johnson, Katie Alley, and Mike Crouse for the 140 nm Sam Wetherill Race from Saybrook, CT to a mark off Martha's Vineyard and back. We finished 12th out of 23 boats (some of which failed to finish for a variety of reasons.) The race organizers included Bill Guenther on a beautiful Alden 51 that won the race. Interestingly, we met his son Will in the Stonington Yacht Club bar a few weeks later traveling back from Newport. We felt a part of the Long Island Sound

sailing community for a little while.

In June we took a trip from Essex, CT to Block Island and Newport, RI which we had only seen from miles at sea during the Wetherill Race. We essentially went on one tack from Saybrook through The Race at the end of Fisher Island and charged into the Great Salt Pond in the center of Block Island. We rented mopeds and rode the Block Island coast road all the way to see the light houses and beaches in about 3 hours. We had a terrific striped bass dinner at “Dead Eye Dick’s” in Shoreham at the marina. We sailed to Newport the next day and really enjoyed the view entering the harbor. Awesome homes and boats are everywhere in this massive natural harbor. We arrived about one week before the start of the tourist season, so we had no issues using the “Dockwa” app for finding dock space at Bowen’s Wharf. (No other transient boats on our pier!)



Photo 1: Lobster Dinner at Benjamin's.

We had a lobster dinner at Benjamin's and took a ride on *Weath-*

erly, one of eight retired America's Cup 12-meter boats docked in Newport.

We traveled back to Essex via Stonington, CT and really enjoyed seeing the evening races at the SYC harbor.



Photo 2: Tomfoolery crew on temporary assignment aboard S/V Weatherly.

I came back to Watkins Glen for one day to bring Mike Crouse home and to help to conduct the Boat Handling “on-the-water” Class – three hours of OTW aboard *S/V Brewster* with students Dee Stafford and new member Jeff Mack. We had just enough breeze to set the sails and drift into a calm spot on the lake. This gave us a chance to douse the sails and head to Clute Park to practice anchoring. All the while, Dee and Jeff are getting more familiar with the boat and how it handles. We made several good approaches to and departures from the dock just for practice. At the same time, we were reviewing critical knots, subtle ways to control the motion of the boat, and

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how to take better advantage of the wind.

The other students, Andrew Price, Mary Honsberger and Maura Toole, practiced similar skills on our 17-foot outboard with our Director of Education, Charlie Fausold. Charlie did a masterful job pulling this class together and taking a new step forward for us in providing the class on-line, in-person and recordings through FreeConferenceCall.com.

That afternoon Ted Carlton and I conducted our water testing at 1.5 meter and 30 meter depths in Seneca Lake for the Pure Waters Association and NYSFOLA (New York State Federation of Lake Associations), headquartered in Syracuse. Ted shipped the samples and I sent in the data. The next morning Lynne and I drove back to Essex, Connecticut and I re-joined the crew of *Tomfoolery* to start the trip back to Watkins Glen. Phew! We headed out on Monday morning and had a full day with 20 to 25 knot winds on the nose in the late afternoon as we headed to Port Jefferson on Long Island. We moved further

west Tuesday morning before the rain started and are on the dock now at the Huntington Yacht Club on Long Island. The HYC started in 1894. Beautiful place! The tides are more than 10 feet today due to the nearly full moon. More to come in the next issue of *The Drum* including a nautical sleigh ride of up to 11.2 knots through Hell's Gate and past Roosevelt Island in NYC.

I am really looking forward to our Trip to Sampson on July 30th. We will travel to Sampson on 7/30, stay in a slip the next two nights, and head home on 8/1/2021. Please sign up with Seneca Lake Resorts to get a slip. Contact me if you have any questions or issues with the registration.

If you are not able to join by boat for any reason, please come by car for the day and evening on Saturday. Charlie is pulling together a day of boating activity featuring some of the certification steps for being certified as an Inland Navigator with USPS. Phil Smock will be bringing his band to play on Saturday night for our

cookout and after boating activity! Should be a blast! Fair Winds!

- Jim, SV Brewster
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Photo 3: Screen shot of Squid, the app I use on my phone for navigation, showing our speed over ground next to Roosevelt Island in NYC.

From the Executive Officer

By Phil Cherry, S

Watkins Watch



It's finally summer, as you've noticed. The lake is full of boats, the tourists are flocking to the bars and wineries,

and the water is almost warm enough to swim. I actually jumped in the lake just this week to cool off and had to quickly exit..., but that will change soon.

The Village of Watkins Glen is filling up too. The summer traffic is back and therefore getting from one end of town to the other has gotten significantly more challenging. But the drive is a bit more picturesque this year as the Village has installed flowerpots on the new light poles which adds a welcoming touch.

Also new this year in Watkins Glen is the new Third Street Park. Located adjacent to Franklin Street between Franklin and Decatur, the Village has cordoned off a few hundred feet of street

space and placed some picnic tables and flower boxes to entice visitors to rest, eat and relax a bit while strolling along Franklin Street from the State Park to the lake. It's a great idea that the Village actually started last year, but it needed something to be more enticing to visitors..., shade! That's where our local Boating Club came to the rescue!

Village Trustee Laurie DiNardo, a friend of mine here in Watkins Glen and an admirer of our work as the Seneca Sail and Power Squadron in educating boaters here in the Finger Lakes, asked me one day earlier in the year if I knew of any boat owners (sailors) who might have some older sails they would like to donate to the Village to provide shade to the new Third Street Park. Several of our members stepped forward with offers of donations and the Village had three sails donated by the beginning of June. The Village electric department installed the sails just a few weeks ago and they are working out very well. They have had to adjust the lines to allow for better drainage after a few nasty storms of late, but the result is really very attractive, as you can see in the photos below.

SV Harmony

Thanks to Ray Margeson, Mike Crouse, and Jim McGinnis for the sail donations! The local Chamber of Commerce is also planning some outdoor parties in the coming weeks to showcase the park and to provide some summer entertainment to tourists and residents alike. See you all there!

- Phil

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Photo 4: View of the Third Street Park awnings made from donated sails.



Photo 5: Alternate viewpoint of the Third Street Park sail awnings.

From the Education Director

By Charlie Fausold, SN-IN

Summer School – The Fun Kind!



It has been a busy start to the summer for the Education

Department. In April five students participated in the seminar, **Trailing Your Boat**, led by John Flick, and in May three students took **ABC** with us, led by instructor Dennis Daniels. As I write this I we are wrapping up **Boat Handling**. A class of ten students took the course, some participating in person and some by distance learning. A highlight was the Saturday morning on-the-water review session when the class took to the water to practice the skills learned over the previous few weeks. Everyone got to try their hand at pre-departure briefing, docking, anchoring, man overboard, knots, applying rules of the road and maneuvering. Power boaters also practiced emergency stops, running a range, turning in place, crossing a wake and navigating a narrow channel. The sailboaters added rigging and setting sail (until the wind died). Students reported that the hands-on practice really reinforced what

they had learned in the classroom. A fun time, especially the post-exam ice cream at The Great Escape!

Three more **ABC** classes are planned. One will be in Geneva (date TBD), one will be held at Hidden Valley 4H Camp July 26-30, and one is scheduled for the Watkins Glen Yacht Club (pending club approval) August 5, 12 and 14.

At the end of June seven ABC members from around District 6 Rode along with DEO Tom Alley as his 35 foot sloop *Tomfoolery* made its way home via the Erie Canal. As they made their way through the various locks, Tom delivered the content of the **Boating on Rivers, Locks and Lakes** seminar. This is just the latest example of blended traditional instruction and hands-on-learning to spring from Tom's creative mind.

On Saturday, July 31, during our ABC-FLX Rendezvous at Seneca Lake Resorts Sampson Park, members will have the opportunity to demonstrate their boat handling skills as part of the **Boat Operator Certification** (BOC) program. BOC is a credentialing program with four levels: Inland Navigator (IN); Coastal Navigator (CN); Advanced Coastal Navigator

(ACN); and Offshore Navigator (ON). Each level builds on the previous (except IN) and includes a combination of required classroom courses and/or seminars, hands-on experience with things such as fire extinguishers and pyrotechnic signaling devices and demonstrated on-the-water skills. A second goal - besides the on-the-water skill demonstration by members who choose to participate - is to assist some of our instructors in obtaining the credentials they need to teach the [Hands On Training](#) course for small and large power boats. Look for more details as plans for this event come together.

The next full course will be **Marine Navigation** (formerly called Piloting). This course is tentatively scheduled for the fall, pending revision of the curriculum by USPS headquarters.

What would YOU like to learn about? Weather? Engine Maintenance? Using a GPS and chartplotter? Paddlesports? How to read a marine chart? Let me know!

- Charlie

seo@abc-flx.org

Water Lines

By Glenda Gephart, Public Relations Officer

The Sea Lamprey



During the last month, the New York State Department of Environmental Conservation has been treating Catharine

Creek and the Keuka Outlet against sea lamprey, a parasitic fish that preys and feeds on other fish species. The goal is to protect the Seneca Lake fish that the lamprey target and to improve angling opportunities.

Recreational boaters and sailors have been known to cast a line now and then. But hooking a fish covered in lamprey scars or with a lamprey still attached can be an unnerving and disappointing experience. Whether or not you fish in the lakes, a healthy ecosystem in which lake trout, landlocked Atlantic salmon, rainbow trout and brown trout thrive is crucial.

The DEC program uses the lampicide TFM (3-trifluoromethyl-4-nitrophenol). It has been used extensively for sea lamprey control

in the Great Lakes for decades and in Seneca Lake tributaries since 1982. The chemical, which is not harmful to humans and other fish, is applied in a complex process lasting 12 hours and which is highly dependent on weather. In some years, the applications in the region have been cancelled because weather conditions were never right.



Figure 1: Life cycle of the sea lamprey.

Seneca Lake tributaries were last treated in 2018. According to a Seneca Lake Pure Waters publication, that treatment was very successful.

The treatment is aimed at juvenile sea lamprey called ammocoetes (*am-ah-seats*), hatched in the tributaries where the mature lamprey spawn. Typically, immature sea lamprey live in streams for three to four years before they become parasitic, moving into the

lakes to prey on other fish, such as trout and salmon.

The sea lamprey attaches itself to the prey by using its small teeth and suction-disk mouth. A file-like tongue is then used to puncture the skin and drain the body fluids, according to a publication of the Oneida Lake Education Initiative (OLEI). This will kill smaller fish, but large fish can survive several attacks. In New York, lamprey may reach a length of 24 inches, be as heavy as $\frac{3}{4}$ pounds, and may live as long as six years. The sea lamprey is the largest lamprey in the northeast, according to the OLEI.

The OLEI report also states that sea lamprey had been considered a non-native, invasive species that entered New York during the 1800s, however, genetic studies indicate that the sea lamprey may in fact be native to Lake Champlain. Other New York lakes in which landlocked lamprey are found are Ontario, Erie, Cayuga and Oneida, and Champlain.

- Glenda
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Upcoming Classes & Seminars

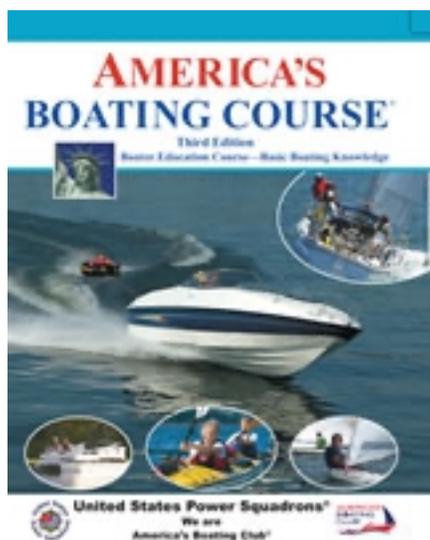
To register for any of these classes or to get more information, please contact Education Officer Charlie Fausold at:

seo@abc-flx.org

or call 607-207-7771

America's Boating Course

March 2021



This 8-hour course provides an introduction to boating including:

- Types of power boats
- Boating Law
- Boat Safety Equipment:
- Safe Boating
- Navigation
- Boating Problems
- Trailing, Storing and Protecting Your Boat
- Hunting and Fishing, Water-skiing and River Boating
- New York State-specific rules and regulations

Completion of the ABC course and passing the exam will earn the New York State Boating Safety Certificate, which is or

soon will be required of all operators of power-driven vessels in NY.

The next ABC class is tentatively planned for August 5, 12, and 14 at the Watkins Glen Yacht Club.

More ABC classes will be announced as we get into the season. As a reminder, ABC can also be taken [online](#) at your own convenience.

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.

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
	Locks, Lakes & Rivers			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

A big welcome to Jeff Mack, who joined our Chapter in May. Happy to have you aboard!

Happy Birthday!

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

July

Andrew Price
 Sherri Mansfield
 Jacqueline Honsberger
 Terry Mason

August

Mary Honsberger
 Peter Wigley
 Christa Wolf
 Tom Alley

Vessel Safety Checks in 2021

By Ray margeson

The Vessel Safety Committee still has no word on what will be going on this year. But rest assured, when we can begin Vessel Safety Exams again we will be on the ball with Don Kloeber, Charlie Fausold, Mark Erway and ME,

Stay Healthy, wear a mask, get the vaccine when you can, and avoid people.

Local Member Published

A really good boating magazine for “the rest of us” recently published not one, but *two* articles by ABC-FLX member Tom Alley in their July 2021 issue.

Check out the magazine and request a free copy to see if you like it at www.GoodOldBoat.com.

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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The Last Word

By Tom Alley, SN

SV Tomfoolery

On Continuing Education



I had pictured myself writing a very different column for this issue of *The Drum*.

However, even the best laid plans are subject to events we cannot control.

As many of you may have already heard through social channels, the Marion-Bermuda Race in which my crew and I were entered was cancelled just a few days before we were to set off on *Tomfoolery's* final delivery leg to Marion, MA. Fortunately, the next day we were presented with another appealing opportunity to do a bit of ocean racing and, less than a week later, arrived in Essex, CT to participate in the 69th running of the Sam Wetherill Memorial Race.

I'll spare you the drama and details of just getting there. (That's worthy of a much longer article at a future date.) However, I do want to share some of the many things we learned from the experience. Hence the subtitle of this column, "On Continuing Education."

Any of you who have taken the Advanced Piloting course are familiar with Buzzards Bay and

the surrounding area by way of Chart 1210Tr. However, actually sailing there as opposed to completing exercises in the AP student manual is very different – and very educational! Here are some highlights from this recent adventure in "continuing education."

AIS

Automatic Identification System (AIS) is a technology that is extremely rare in recreational boats in the Finger Lakes area. Frankly, there's really very little need for it given the low density of boat traffic. On the Hudson River, and especially in New York City, however, it was a wonderful asset. Did I say wonderful? I meant, *WONDERFUL!* One can instantly identify a vessel that's approaching, hail them *by name*, and agree on a passing protocol. The commercial captains we spoke with all seemed to be extremely pleased that we bothered to do this and were very happy to give us a little extra room even when we were well within our capability to stay further out of their way. AIS was also quite useful during the Wetherill race, since most of the boats in the fleet were equipped with it. The Race Committee was using it to track the fleet over the 140 nm course, and it also came in handy for us to identify competitors as we met up with them throughout the two-day duration of the race.

Tides & Tidal Currents

Reading about tides and doing exercises in the Advanced Piloting course is very different than navigating through them. I won't say this was a totally unfamiliar experience, but the intensity and persistence of the tides in this part of the country made for novel (and at times, tedious) situations.

There are three places on the East Coast infamous for their unforgiving tides: The Bay of Fundy, The Race, and Hell Gate. We sailed through two of these places. Multiple times! Currents in these areas can be strong enough to stop all forward progress of a displacement sailboat like *Tomfoolery*. Suddenly the date and time become very significant to navigational and tactical decisions.

Even though we were in open waters for a good portion of the race, the proximity of islands and bays worked to funnel currents in a manner that required we compensate for them during the entire voyage. Even in open waters around Block Island, tides from the sounds around Long Island, Rhode Island and Buzzards Bay all funneled through this area, resulting in currents approaching 3 knots.

Chartplotters

Because of my involvement with USPS Education, I use OpenCPN on my boat as a chartplotter. (OpenCPN is the

“standard” navigation software that has been adopted by the USPS to use in all its navigation classes.) OpenCPN is a very capable package with all sorts of features and capabilities. An important lesson learned here was that there is a lot to learn to become proficient with this application, especially if you make use of the newer vector charts.

For example, there are at least three different places where you control what information is displayed and what is hidden, and a couple more places where you can define how the information is filtered so that your display doesn't get too cluttered. Trying to remember how you adjusted a particular setting (that you only adjusted once before) at 03:00 when you're near some hazards to navigation is not the best time. (Yes, there's a story behind that statement, too!)

Human Factors

Going on an extended voyage requires setting up a watch schedule. This can be done formally or informally. Since there were several crew members aboard that did not have prior offshore experience, I opted for a formal schedule so there would be no confusion.

While the concept of a watch schedule seems simple, some details can get messy. It's a real

balancing act to keep the watches short enough that they are not exhausting while keeping the off-shifts long enough that one can actually get meaningful rest. At the same time, it helps keep the crew happy if they have watches that agree with their sleep habits, allowing the night owls their evening shifts and the early birds their morning watches. It gets complicated in a hurry!

While tradition has us set watches at four hours, some studies of sleep cycles and fatigue suggest there might be more optimal ways of ensuring the boat is “supervised” and that the crew has adequate time to rest between shifts. From our experience on this trip, it would pay to find a way to ensure everyone gets at least one six-hour block of time during which they can sleep. I don't have any answers to this, but at least now I know that I need to start looking harder for them!

Emotional Well-Being

Above all, take time to celebrate your accomplishments and appreciate your surroundings! It gives purpose to your voyage and shows your crew how much you appreciate their company.

Choose Crew Carefully

Compatibility and positive attitudes are sometimes more important than skill or experience. Living with four other people in a space roughly the size of a walk-in closet will test everyone's patience. The longer you are in a confined space together, the more significant interpersonal dynamics becomes.

I'll close by acknowledging my own crew. Without them this trip would not have been possible, and with them, it was an absolute joy. We sailed hard and laughed and smiled almost continuously.

Some captains like their crew, others brag about them, but I know I have the absolute best crew of all. Know that you have my absolute faith and trust; I sleep very well when you're aboard because I know how capable all of you are:

- Katie Alley
- Mike Crouse
- Andrea Johnson
- Jim McGinnis

Thank you all for going to sea with me!

- Your Editor, Tom

o o o o o

As always, send your thoughts about this newsletter to:

editor@abc-flx.org

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Calendar of Events

July 2021

- 01 Seneca *Drum* July issue publication date.
- 13 Bridge Meeting (1900).
- 23 Deadline for *The Deep 6* articles. (D/6)
- 30-8/1 Summer Weekend at Sampson with BOC certification activities. *Sampson State Park Marina*.

August 2021

- 01 *The Deep 6* summer issue publication date. (D/6)
- 06-08 District 6 Summer Rendezvous, *Port of Rochester*. (D/6)
- 10 Bridge Meeting (1900)
- 20 Deadline for *Drum* Articles
- 29-9/5 National Governing Board Meeting, *Raleigh, NC*. (National)

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
- 29-31 District 6 Fall Council & Conference, *Rochester, NY*. (D/6)

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)

December 2021

- 17 Deadline for *Drum* Articles

January 2022

- 01 Seneca *Drum* January issue publication date

- 11 Bridge Meeting (1900)
- 16 Seneca Change of Watch, *Online virtual event*.
- 21 Deadline for D/6 *The Deep 6* articles. (D/6)

February 2022

- 01 *The Deep 6* winter issue publication date. (D/6)
- 06-13 USPS Annual Meeting, *Ponte Vedra, FL* (National)
- 08 Bridge Meeting (1900)
- 21 Deadline for *Drum* Articles

March 2022

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

April 2022

- 12 Bridge Meeting (1900)
- 15 Deadline for *The Deep 6* articles (D/6)
- 22 Deadline for *Drum* Articles
- TBA District 6 Spring Council & Conference (D/6)

May 2022

- 01 Seneca *Drum* May issue publication date.
- 01 *The Deep 6* spring issue publication date. (D/6)
- 10 Bridge Meeting (1900)
- 21-27 Safe Boating Week (National)

June 2022

- 14 Bridge Meeting (1900)
- 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.