

# AMERICA'S BOATING CLUB

For Boaters, By Boaters®




## THE DRUM

A Publication of the Finger Lakes Chapter

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### From The Commander

By Phil Cherry, S SV Harmony

#### Watkins Glen is More Diverse Than You Think

I have a new job! After working for 33 years as an environmental professional in Delaware and four years with Cornell Cooperative Extension here in Schuyler, I decided to leave the ranks of the blissfully retired and take a new part time position here in Watkins working for the local Chamber of Commerce. My job title is “Experience Guide” and I work exclusively at Watkins Glen State Park in the Visitors Center alongside State Parks staff... helping the million or so visitors that make their way through the #1 State Park in all of New York. My commute is a tough one... two blocks up the street on my bicycle. My schedule is brutal as well... working two four-hour shifts per week! I’m not sure I can take the strain. Thankfully, it’s a great job!

As a Chamber employee, my job is to make sure our park visitors are made aware of the myriad of



other things to do in our area, other than seeing the falls along the infamous Gorge Trail. I find the job extremely rewarding and fun, and I’m thrilled to be part of the six-member Chamber staff that man the counter every day all summer long. Make no mistake, I do a lot of explaining about the trails and giving out trail maps, but I spend more time talking to folks about the many other things there are to do while visiting Schuyler County... take a cruise on the *True Love*, drive the track at WGI, kayak in Seneca Lake, catch a movie at the Glen Theater, enjoy the splashpad at Clute Park, explore the Finger Lakes National Forest, stroll down Franklin Street for some food and drink, take the new Lakeside Trolley to the wineries... and on and on. If I’ve learned one thing from this job is

that we live in an extraordinary community that has much to offer.

The other valuable, and perhaps more important, takeaway from working at the Visitor Center is the appreciation I've gained for the diversity of visitors we get at the park, and by extension, the community at large. People from all over the world; of differing race, ethnicity, religion, and age visit the park every day. On any given day, I'd venture to say that the gorge trail is the most culturally diverse area in all of New York! That's because the gorge is a fantastic natural wonder and tourism destination whose appreciation thereof transcends whatever racial, ethnic, or religious background our visitors may have. No matter who you are or where you come from, we can all appreciate the beauty and wonder that is the Gorge Trail at Watkins Glen State Park. I see that every day when folks from all walks of life share their enthusiasm for the trail and the natural beauty of the area.

When folks are done hiking the trail, they'll stop into the visitor center to browse our card racks and often ask for directions to the next best thing. "So, what else is there to do around here" is a question I often get asked. After asking a few questions, I'll often direct them down Franklin Street, either to get something to eat or to head down to the lake. I'm

pleased to be able to tell folks that Watkins Glen has a great variety of restaurants that in some small way reflect the diversity of our visitors. We have Italian, Thai, Mexican, American, International, and BBQ all within walking distance to the park. That's actually quite impressive for a small village like Watkins Glen... anything from Graft to Pudgies, and everything in between, including ice cream!

You may ask yourself what all this has to do with boating, and frankly, the answer is not much. I'm sure Terry Stewart can speak to the value diverse clients bring to the *True Love*, as can Bob MacBlane at the Seneca Cheese Company or the folks at Captain Bill's. The State Park gets a million visitors a year, and many of them do also support the local economy. As residents of Watkins or upstate New York, it's often easy for us to forget that we live in a global community and the importance of diversity to our very livelihood. Working at the State Park this summer has certainly opened my eyes to the diversity of its visitors and the value they bring to our local community, and I just thought I'd pass that observation along. Have a great rest of summer and come see me at the Visitors Center (or slip 417 at the Marina).

- Phil  
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## The Drum

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# From the Administrative Officer

By Maggie Martin

## Subtitle



The highlight of our summer sailing season was the annual trip to Sampson

State Park and Marina on July 28<sup>th</sup>-30<sup>th</sup>. There were nine boats from our marina plus a few friends. Friday was one of the hottest days of the year. We started at 9:00 a.m. and were able to catch the breeze much of the way up the lake before we had to start the motor. It was fun to see the other boats around, catching and passing and drifting to do as we did - swim and cool off before heading in for the night. There was a band in the park and the atmosphere was lively that evening.



Figure 1: Sextant training session on Saturday morning.

On Saturday the weather was variable. A downpour in the

afternoon was not enough to alter too many plans. The sextants were brought out and practiced. The session on Emergencies at Sea that I attended was under a big tent onsite. As John and I have experienced some of the mishaps that were covered - #1, We should have taken the class a long time ago, and #2, they were survivable if you kept calm and were fortunate enough to handle it somewhat correctly.

We were not able to attend the feast and entertainment by Phil Smock and company on Saturday evening as our captain was not feeling well. His many and unexplained symptoms turned out to be caused by dehydration. Even with a normal amount of water and drink, the heat and exercise had caused this. Another near emergency for the record.



Figure 2: Don Swanson and Independence under spinnaker.

The sail back on Sunday was spectacular. We had consistent

SV Wined 'n' Down

wind almost all the way, and it was lovely to see the rest of the fleet ahead, near, and behind under full sail.

All returned to home port ship shape.

- Maggie

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Figure 3: The Sisbarro's aboard Amazing Grace.



Figure 4: Bill Trondson sails Ellawicious wing and wing to capture the fading breeze.

# From the Education Director

By Andrew Price, AP

## Off-Season Planning



Fall is in the air already! It comes as a shock to feel a crispness in the air this early, but it is there. While I am sure we

have some warm weather coming, it reminds us that our boats will

be standing on land in a few months.

While now is a good time to begin planning upgrades, repairs, and maintenance, it is also a good time to think about learning something new this winter. ABC-FLX education NEVER STOPS. Kind of like the intrepid mail person, we continue Rain, Sleet, or Snow, year-round. How about combining Winter upgrades, repairs, and maintenance with Education?

USPS has classes and seminars on many topics that can help, such as

Marine Electronics and Engine Maintenance, and more are being added every year. In addition, we will be holding a Weather class as well as several shorter seminars this Fall.

Watch your email for updates! Get out there and boat. This is the beginning of the best sailing of the season.

Happy, safe boating!

- Andrew

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# From the Assistant Education Officer

By Katie Alley, AP

SV Tomfoolery

September!



What a busy summer! No doubt, I've been having fun crewing on *True Love* and racing

*Tomfoolery* with the yacht club. Also, I'm happy to report that I moved myself and all my worldly possessions into a new apartment in July. I am officially a Horseheads resident, though I haven't been spending much time there due to the summer's festivities.



Figure 5: Working hard or hardly working?

On the last weekend of July, we headed up the lake to Sampson State Park aboard *Tomfoolery*. It was an extremely hot "motorboat" ride there with lots of sun and

temperatures over 90. We had a wonderful turnout for the weekend with nine boats from our group gathering in the marina. On Friday night, we were able to enjoy some music hosted by the park and I discovered the fried dough in the park's snack stand on top of the hill.

Saturday's weather was less than ideal with some storms rolling through the area but at least the extreme heat was gone. I decided to join Mike Crouse, Jeff Mack, and Jim McGinnis aboard *Seek Ye 1<sup>st</sup>* for a recreational cruise. Mike had spotted a 36-foot S2 named *Witchdoctor* in the marina earlier and noticed she was out sailing. So obviously, we had to go chase them. We had some fun sailing side by side and convinced the *Witchdoctor* crew to put up their main, as they had only been sailing under jib.



Figure 6: *Witchdoctor*, a 36-foot S2 from Sampson.

However, our recreational cruise quickly evolved into some sort of *Deadliest Catch* recreation. Storms moving through the area brought a stiff north wind,

blowing 20 knots. *Witch Doctor* chose to drop sail and head home. Jim was behind the helm attempting to keep the *Islander 36*, under full sail, going steady without any accidental jibes. At one point, the rain was so heavy that we had no sight of shore, or anything more than 200 feet away!



Figure 7: Storm clouds brewing...



Figure 8: A rain-soaked crew enjoying a spirited sail.

Nevertheless, the rain let up and we worked our way back to the marina. The wind did not let up, which made for a challenging docking situation. Mike got *Seek Ye 1<sup>st</sup>* back to her spot without incident though! That ride was full of a bit more excitement (and moisture) than I anticipated, but still super fun. It was a good opportunity for all of us to practice our heavy weather sailing skills.



Figure 9: Did I mention the sail was spirited?

That night, we gathered under the tent on shore to hear the *Take 3 Quartet*. It turned out to be the perfect spot. The *Tomfoolery* crew enjoyed some Dark an' Stormys with *True Love's* signature *Schooner Bum Rum*. And I discovered the s'mores sticks at the park's snack stand... I encourage you to discover them for yourself!



Figure 10: Maggie MacBlane speaking on her Merchant Marine career.

On August 1<sup>st</sup>, many of us gathered at Seneca Cheese Company to hear Maggie MacBlane share about her career in the merchant marines. You can read more about how her job has brought her around the world elsewhere in this issue! All I can say is that my best friend is nothing short of bad\*ss. Her career takes her far away from home for many months of the year. Plus, only 2% of workers in the merchant marines are female. She's brave, smart, and incredibly ambitious.

On August 11<sup>th</sup> and 12<sup>th</sup>, I stayed at a lakefront cottage just north of Peach Orchard Point for my other best friends' bachelorette party. Not much in terms of boating happened (unless you count alcohol consumption by the water), but we did get an excellent view of the Perseid meteor shower!

Speaking of the sky, I'm enrolled in JN for this fall. I've now had a couple opportunities to get acquainted with my sextant and the charade of taking sun sights. I still don't know what any of the numbers mean in the grand scheme of figuring out where I am. (I'm more so concerned with making sure I'm simply reading the numbers right!) I'm excited that I get to take this class with a big, dedicated group. We're going to learn a lot and help each other become pro-navigators!

On our most recent sight-taking session, we had a group of interesting guests! Last Wednesday evening during our

sunset cruise aboard *True Love*, I began chit-chatting with a group of visitors from Kentucky. They asked me how I learned to sail and about any local boating groups. I mentioned that we have a local education group that I took multiple classes from over the years. They also said that they had some boating experience and that they took some classes through an organization called the Power Squadron. Connection made!

We welcomed Sherry, Terry, Sue, and Walt from the Bluegrass squadron on *Tomfoolery* and *Brewster* the following Sunday to



Figure 12: Taking sun sights on Seneca Lake.



Figure 11: ABC-FLX JN class with guests from the Bluegrass Chapter in Lexington, KY. (L to R: Spencer, John, Jeff, Dave, Sue, Katie (holding Louie), Terry, Tom A, Walt, Tom K, Jim and Sherry)

see our squadron's members in action with their sextants. They said they enjoyed the ride on the sailboats and learned a lot just by watching our students take sights and talk to each other! Sherry and Terry mentioned that they had never met anyone outside of their own squadron. How amazing that they stumbled across us so far away from their home port! They were all pleased to know that we have an active membership here in the Finger Lakes.

The activity is continuing this month! Currently, we are holding another ABC class for a group of six students. Most already know their way around a boat, so I feel confident that we can add to what



Figure 14: Jim McGinnis and his boat, Brewster, one of the classroom boats used for taking sights.

they already know and that everyone will pass the exam! Thanks to Jim McGinnis, Andrew Price, and Kris West for helping make this happen again. With Brianna's Law requiring everyone to have their NYS Boater's Card by 2025, it's excellent that we were able to offer this course twice this year. I hope we can hold it again in early May of next year for some *True Love* crewmembers to complete the class before the season kicks into gear.

Even though there's been so much going on for me this summer, I don't plan on slowing down for another six weeks, at least! Some of the best sailing comes in September. Plus, I have to get my sight folder done before the weather turns unpleasant.

Downtime is good, rest is necessary, but I know when I have a Saturday to myself this



Figure 13: Terry Clark of the Bluegrass ABC Chapter tries out one of the sextants during the JN sight taking session aboard Brewster.

winter, I'll be wishing I was able to hop on a boat.

- Katie

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o o o o o



Figure 16: Celestial navigators - can you spot the moon in this shot of the Village Marina?



Figure 15: Tomfoolery was the other classroom boat used for taking sights.

# Secretary's Sidenotes

By Kris West, S

## How Do You Eat An Elephant?



Autumn has always been my favorite time of year. Crisp, cool nights provide relief from the muggy dog days of summer.

Better still, our winds often shift to steady northerly breezes – perfect conditions to further hone our sailing acumen.

At the start of the season, we decided to take on an instrument upgrade project which, I have to admit, was pretty daunting... kind of like sitting down to eat an elephant. So, we planned to roll out the project in phases over the course of the season. Before launch, we replaced a through-hull transducer. Then came installing an anemometer which we decided would be easier (and safer) to accomplish by unstepping the mast.

A call to Terry Stewart to get time scheduled on the crane truck and a few conversations with friends in the marina lead to a team of nearly a dozen people showing up to help out on a Sunday morning in July. With Brock at the crane

controls and about 6 people helping out from the deck and on land, the mast came down smoothly.

With the mast down, we found that the slanted mast top already had a mounting wedge installed providing a nice level surface to place the new anemometer. Apparently, our boat once had an anemometer but it had been removed.

Bringing the mast down also helped us solve a mystery that had plagued us in 2022 when we consistently had trouble raising our main sail. The old anemometer wire was still running down the interior of the mast but had become dislodged from its c-shaped wire chase. This loose wire would slip into the sail track and jam up the sail raising process.

To prevent the new wire slipping out of its chase again, we decided to feed the new wire through some plastic tubing that would just fit into that c-shaped chase. That pesky old wire came in handy when it came time to pull the new wire and tube through the chase to the base of the mast. With the wire pulled and anemometer secured, we hustled to step the mast before part of our team had to go crew the *True Love* and before heavy rain and

wind set in. Next up, we'll run wiring and hook everything up to new instruments in the cockpit.

Easy-peasy, right? Well, it involved a whole bunch of creative and talented people problem solving and working together. Thankfully, the community of sailors in the Village Marina is chock full of such people – kind, creative and very giving of their skills. It reminded me that the only way to eat an elephant isn't just 'one bite at a time' but it also helps to ask the rest of the village for a little help.

Now, get outside and have fun!

- Kris

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Figure 17: Kris' and Jim's new instrument package.

## ABC-FLX News

### Happy Birthday!

Happy birthday to our members!

#### September

Steven Moff  
Charlie Fausold  
Jennifer Stephens  
Lynne McGinnis  
Howard Cabezas

#### October

Mary Margeson  
Charlie Honsberger  
Carl Blowers  
Lisa Alley  
Theresa Moff

### Classic Yacht Salvaged



Several months ago, RCR Yachts mentioned in their newsletter that the classic 8 Metre *Severn II* was holed and sunk in a racing accident off Toronto on June 17<sup>th</sup>. Fortunately, there was a salvage crew in the area for another job and they were put to work lifting *Severn II* off the Lake Ontario bottom almost 200 feet down. According to RCR, the boat is going to be put back in

condition to race again, as early as this fall.

If you grew up racing on Lake Ontario, the Eights were always a magnificent sight, and you knew the names of each one: *Quest*, *Norseman*, *Vision*, *Conewago*, *Venture II*, *Bangalore*, and so on.

Closing in on 100 years old now, we hope they will be around for years to come. Many have found their way to Europe, where the original wooden “classics” are far more in demand than later “moderns.”



CBC TV had a very nice story with some *amazing* footage of the sinking and recovery here:

<https://youtu.be/r7OVnnUX9Q4>

### D/6 Fall Conference

If you've never attended a District Conference before, I would recommend doing so. It's a great way to hear, firsthand, about

things that are going on not just within our district but also at the national level. It's also a great place to get to know other people in our region who are serious about boating. However, the cost of attending these meetings has always been a deterrent for many.

Because of exceptionally high hotel rates being charged this year, the Planning Committee is trying something new. Rather than spending an entire weekend in Buffalo, the D/6 Conference Planning Committee decided to move the Conference to the Cavalry Club in Manlius, NY for a one-day meeting on Saturday, October 21<sup>st</sup>, 2023. The meeting will likely be from 10:00 a.m. to 4:00 p.m. so everyone can get there and home at a reasonable hour as Manlius is near the geographic center of District 6.

More details will be published soon. Please SAVE THE DATE!

### Got News?

If you have news to share that you think would be of use to your fellow boaters, please submit it to you friendly newsletter editor so that it can be included!

## Upcoming Classes & Seminars

### Where Do I Start?

To work through the progression of Boating Classes and the progression of Boating skills development we have organized the classes and skills on the Long-Term Schedule. If you have any questions or want a class offered sooner let me know.

See: <https://usps.org/sss-where-do-i-start>

### Offshore Navigation – September 2023

Also known as *Junior Navigation*, this course is the first of two classes that will teach you the art and science of navigating by the stars. *Junior Navigation* will focus on position determination using the sun while the broader concepts of celestial navigation are presented. Stars, planets, and the Moon will be added into the student's celestial toolkit later in the *Navigation* course.

Topics covered in *Junior Navigation* include:

- Precise time determination
- Use of the *Nautical Almanac*
- Taking sextant sights of the sun
- Reducing sights to establish lines of position
- Special charts and plotting sheets for offshore navigation
- Offshore navigational routines for recreational craft
- Electronic and computerized offshore navigation

In *Junior Navigation*, you will continue to use GPS as the primary position sensor, as you learned to do in *Marine Navigation* and *Advanced Marine Navigation*. However, the offshore environment poses many different elements for consideration by the navigator. Ocean currents, wind, and sea state all affect a vessel's performance over the longer passages.

Also, visible terrestrial landmarks are no longer available to the navigator as reference points. In the *Junior Navigation* course, you will learn to substitute the sun as a reference point. The course begins with the study of celestial navigation, teaching you to take sights on the sun with a marine sextant, and derive a line of position from that observation. Next, you will apply the principles learned in *Advanced Piloting*, and plot a running fix from two sun sights taken about four hours apart. Once you have learned the basics of celestial sight reduction, the course continues with planning, positioning, and checking your position in the offshore environment, using both electronic and celestial tools.

There are two examination elements for the *Junior Navigation* course: the Sight Folder and an Open Book Exam. The sight folder is graded at the squadron level. The Sight Certification Form must be submitted with the completed open book exam for the exam to

be evaluated when it is submitted to Headquarters.

**When/Where:** Sextant handling sessions are being held at the Watkins Glen Village Marina through September.

Classroom sessions will be held on Wednesday evenings at the Schuyler County Human Resources Building in Montour Falls beginning on September 27<sup>th</sup> at 7:00 pm. Classes will continue through December 6<sup>th</sup> and will conclude with a 2-week take-home exam.

**Prerequisites:** Advanced Marine Navigation (AP) or equivalent.

**Cost:** \$155 (USPS members), \$255 (nonmembers). Discounts available for multiple family members.

Students should also plan/budget on purchasing the following:

- Nautical Almanac           \$30
- GPS AntiSpooF app       \$20

### Instructors:

- Tom Alley
- Jim McGinnis
- Jim Morris

### Planned for This Fall

#### Weather

All NEW! Understand weather, what drives it, and learn to forecast it! This is an in-depth, interesting class that features information you will use daily!

### Using a Chart

This seminar will cover chart basics such as features above and below the water's surface, chart scales, ATONs (aids to navigation), Lat/Lon, Course Planning. Don't leave the dock without this seminar under your belt!

### Tides and Currents

Covering causes and effects of tides and currents, factoring tide when trip planning and anchoring, and understanding tide tables to predict high and low tides during a passage, this seminar is a must for any boater traveling where tides and currents are present.

### Rules of the Road

Know what to do when encountering other boats on the

water as well as your responsibilities as a skipper. Learn what the lights, shapes, and sound signals mean and what action to take and how to respond. This is an important seminar that reinforces and expands on the ABC Boater Safety Class information on Rules of the Road.

### VHF/DSC Radios

This seminar will unpack the features and use of the VHF radio and DSC (digital selective calling). Learn correct channel use. Hear correct calling procedures demonstrated. Learn how DSC works to add safety to your boating.

### How to Register

How to Register If you have questions about any of these

courses, or better yet, if you wish to sign up, please contact: Finger Lakes Chapter Education Director, Andrew Price

[seo@abc-flx.org](mailto:seo@abc-flx.org)

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

### Looking for Something?

ABC-FLX would be happy to hear your requests and ideas. Feel free to contact me, Andrew Price at [SEO@abc-flx.org](mailto:SEO@abc-flx.org).

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

[www.abc-flx.org](http://www.abc-flx.org)

"Show me the one where I eat that dumb kid's lollipop after three licks."



# Long-Term Class Schedule

Seneca Education Department

BOC Level	Title	2023	2024	2025	2026	2027	2028	
Inland Navigator	Classes	ABC	C	X	X	X	X	X
		Boat Handling	C		X		X	
		Engine Maintenance						X
		Marine Electrical Systems				X		
	Seminars	Using A Chart	X					
		VHF/DSC Radios	X					
		Using GPS						X
		Basic Weather and Forecasting					X	
	Skills	Basic Powerboat Handling						X
		Fire Extinguishers						

BOC Level	Title	2023	2024	2025	2026	2027	2028	
Coastal Navigator	Classes	Marine Navigation	X			X		
		Marine Communication Systems			X			
		Weather	X					
	Seminars	Tides & Currents	X					
		Rules of the Road		X				
		Anchoring						
		Mariner's Compass				X		X
	Skills	Coastal Nav						X
		Pyrotechnics					X	

BOC Level		Title	2023	2024	2025	2026	2027	2028
Advanced Coastal Navigator	Classes	Advanced Marine Navigation	C			X		X
		Cruise Planning		X				
		Marine Navigation Systems			X			
		Radar		X				
	Sem.	Emergencies Onboard	C					
		Marine Radar		X				
	Skills	Advanced Coastal Nav	X					
		First Aid						

BOC Level		Title	2023	2024	2025	2026	2027	2028
Offshore Navigator	C	Offshore Navigation (JN)	X			X		
	Sem.	Computer Weather Forecasting		X				
		Thunderstorms / Severe Weather		X				
	Skills	Offshore Navigation		X				
		CPR/AED						
Endorsmentss		Sail		X		X		X
		Boating on Rivers, Locks, and Lakes	C				X	
		Canadian Regulations			X			
		Paddlesmart			X			X
Other		Celestial Navigation (N)		X			X	
		Instructor Development						X
		Instructor Recertification		X		X		X
		Operations Training						X

**Table Key**

X = Planned

C = Completed

# My Life as a Merchant Mariner

By Maggie MacBlane, Third Mate

Military Sealift Command



Figure 18: Vertical replenishment (see helicopter) with USNS Charles Drew (T-AKE 10) and USNS Amelia Earhart (T-AKE 6). November 2022.

I've always been on the water with my roots down in Seneca Lake. I participated in several sailing camps throughout my childhood, establishing my love for sailing all types of boats. In middle- and high-school, I could be found at the Village Marina on any weekend in the summer either participating in the Junior Sailing program or crewing on *S/V Tomfoolery* in the regular weekend races. After graduating high school, I attended SUNY Maritime College, graduating with a B.S. Marine Transportation and my USCG Third Mate Unlimited Tonnage License. Before graduating in July 2021, I

accepted a Third Officer position with Military Sealift Command.

There are two ways to obtain a USCG license. The more traditional way is called "Hawsepiping". A hawsepipe is the opening in the deck plating where the anchor shank is stowed and where the anchor chain leads out to the water. The term signifies the hardship a person endures while climbing up the "chain" from a deployed anchor. A deck sailor must hold an Ordinary Seaman credential then work up the skills and sea time to become an Able Bodied Seaman, then complete classes and training in order to sit for a mate's license exam. For an engineer, a sailor would start with a Wiper Credential, work up to Oiler, then complete classes and training to sit for the engineering license exam. This process takes years but is widely encouraged due to the experience and knowledge gained due to holding nearly every position in your desired department.

The second route to a license is completing the license program at one of the maritime schools. There are seven schools in the U.S. that offer degree and licensure programs. I attended SUNY Maritime in the South Bronx. While I was studying for my college degree, the license was the primary goal. In the school's eyes, the license program is the priority. In order to satisfy USCG requirements without hawsepiping, a student must complete a navy-based regiment training for four years, 360 days of sea time, STCW (Standards for Training, Certification and Watchkeeping for seafarers) training, and various classes, all before being approved to sit for license exams.

SUNY Maritime had the Training Ship *Empire State VI* that fulfilled the sea time requirement. The structure of the school schedule had traditional semesters in the fall and spring, then a summer course on the training ship. The training ship was designed



Figure 19: Underway replenishment of USS Lassen (DDG 82) by USNS John Lenthall (T-AO 189). March 2022.



Figure 20: Views from dry dock Charleston, South Carolina. July 2022.

specifically for its use by the school and by cadets.

While at sea I had classes on navigation, rules of the road, maritime law and history, participated in maintenance and repair labs, and stood watch. With so many cadets aboard, days at sea were divided into class, work and watch to avoid burnout with one schedule. To reach the 360-day sea requirement, days aboard the



Figure 21: Waiting for pilot pickup inbound Sembawang, Singapore. February 2023.

training ship were valued at 1.5 for 1. There are three summers at sea, or “cruises” we like to call them, that all the Unlimited Tonnage License cadets have to complete.

The second cruise, after my sophomore year, I had the opportunity to complete a cadet shipping cruise, which is essentially an internship aboard a commercial vessel. To satisfy my requirements for school, the vessel had to be of a certain tonnage, I had to stand watch, complete assessments signed off by my mentor mate, and I had to complete a project worth 6 credit hours. I spent 91 days aboard the *M/V Pennsylvania*, who carried gasoline and diesel fuel to and from Beaumont

Texas, Fort Lauderdale, Jacksonville and Tampa, Florida, and Convent and Lake Charles Louisiana. By the end of my time aboard the *Pennsylvania*, I was able to tie up and untie the ship, stand a full navigational watch, and stand a cargo watch as a sophomore in college which is the expectation for graduating seniors.

In November of 2020, I accepted a job offer with Military Sealift Command contingent upon my passing license and graduating in July of 2021.

I would like to briefly discuss the chain of command, the Jones Act, and career opportunities within the Merchant Marine industry. This field is vast and has an intricate history that is still vital to today’s domestic and global economies. A report from 2021 states that more than 80% of traded goods are transported by sea, further emphasizing the importance of this industry to the economy.

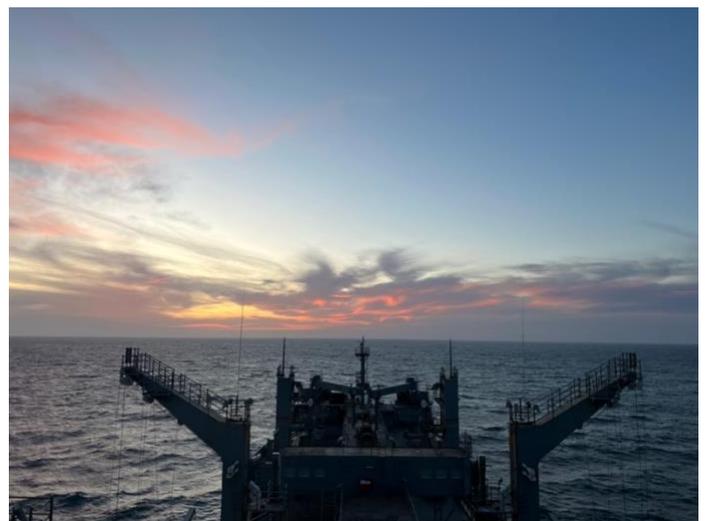


Figure 22: Views on the 04-08 bridge watch. April 2023 in the Gulf of Oman.

In peacetime, the Merchant Marine is responsible for transporting domestic and international cargo and passengers and is managed by both government and private sectors. Container ships, tankers, break bulk carriers, offshore supply vessels, car carriers, hospital ships, ferries, dredges, tugs, charter boats, and excursion vessels are just a few examples of what the Merchant Marine is comprised of. The Schooner *True Love*, *Seneca Spirit* and *Seneca Legacy* all fall under what is defined as the Merchant Marine. In times of war, the Merchant Marine can be an auxiliary to the United States Navy and can be called upon to deliver military personnel and materiel.

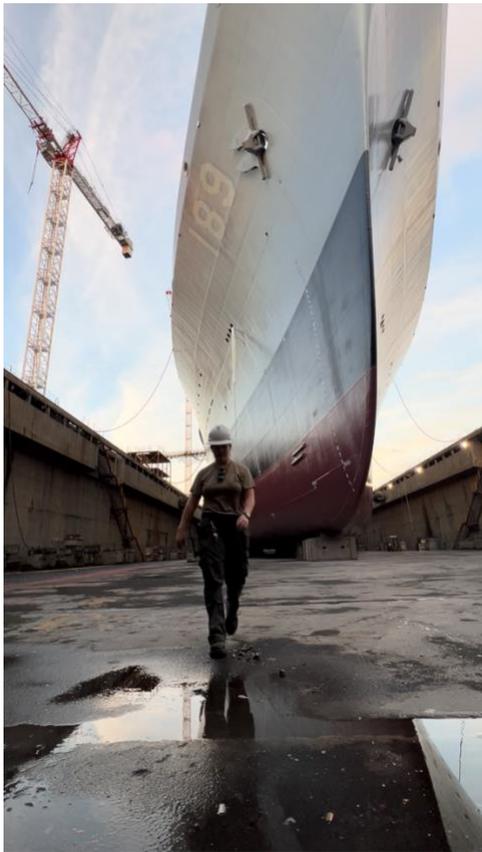


Figure 24: Inspection of USNS John Lenthall (T-AO 189) in dry dock, Charleston, SC.

After World War I, the shipping industry needed a jump start. In short, the Jones Act requires that any goods, including people, that are to be transported between U.S. ports must be moved via vessels built, owned, and operated by U.S. citizens. It was created to add over 600,000 jobs to the U.S. job market and contribute more than \$150 billion in economic activity annually. It also protects the U.S. from relying on foreign built and operated vessels and crew. However, recently there has been controversy surrounding the Jones Act and the costs it is imposing on consumers.

Prices for goods, especially in Guam, Hawaii, Puerto Rico, and Alaska are high in part due to this law. A waiver for the Jones Act was established in 2022 due to Hurricane Fiona which allowed a non-U.S. tanker to transport fuel to the devastated Puerto Rico in wake of a fuel shortage for generators and other relief efforts. The Act can be waived in instances of natural disasters or in the interest of national defense efforts. For the latter, the secretary of defense must make a request to the Department of Homeland Security, who has the final say.

The Jones Act made headlines in early 2022 following



Figure 23: Underway replenishment of USS Zumwalt (DDG 1000) by USNS Amelia Earhart (T-AKE 6). Pacific Ocean, October 2022.

Russia's invasion of Ukraine. On March 8<sup>th</sup>, 2022, the U.S. halted all oil and gas imports from Russia in response to the start of the war. Hawaii especially, relied on Russian oil imports due to the accessibility of U.S. oil transport from the Gulf of Mexico. The gulf accounts for 97% of the U.S. oil and gas production.

The Jones Act also provides protection for U.S. sailors who wish to make claims against their employer or other crew members for negligence, injury, or unseaworthiness of the vessel.

The chain of command can vary from ship to ship, but this is the baseline that maintains workflow at sea. The Master is the Captain and has overall responsibility for the ship, her crew, and the success of her mission. Below the Master are the Chief Engineer and Chief Mate. These are department heads of the Engine and Deck department aboard the ship.

The Chief Engineer has overall responsibility for propulsion,



Figure 25: Offloading cargo with the Chief Mate in Jinhae, Republic of Korea. November 2022.

electrical equipment, sanitation equipment, all machinery, etc.

The Chief Mate is second in command of the ship; meaning if the Master is incapacitated in any way, the Chief Mate would assume command of the vessel.

The Chief Mate's every day duties are immense and require delegation to those officers that fall under them. The Chief Mate is responsible for overall compliance with safety and environmental regulations, cargo maintenance and manifests, and training and drills. The First Engineer, similar to the Chief Mate, tasks those personnel below them with inspections, daily tasks, and work orders submitted to the engineering department.

The Second and Third Engineers' and Mates' tasks vary from ship to ship and company to company. In MSC, the Second's are normally day workers: meaning they work a normal business day with mandatory overtime depending on operations. They have assigned inspections and

maintenance tasks to complete in addition to standing watch. Thirds are primarily watch standers.

As you move down the chain, the day-to-day tasks begin to vary more. The Boatswain is the highest-ranking unlicensed position on the ship. They are a liaison between the Chief

Mate and Able Bodied Seaman and Ordinary Seaman. More hands-on maintenance and tasks rest on the Boatswain's shoulders such as mooring, cargo equipment operation and vessel upkeep.

Understanding and following the chain of command is essential to the success of the vessel's mission. The chain of command establishes boundaries and avenues for those lower on the chain to address issues at work, questions about operations, and training opportunities with those higher on the chain.

For example, an Ordinary Seaman who is unfamiliar with mixing paint or using the correct type of paint would not go to the chief mate first for clarification. They would direct their questions to a more experienced Able Bodied Seaman or the Boatswain. An inexperienced Third Mate who needs clarification on bridge equipment operation or procedure would turn to

the second mate for guidance, not the Captain, in many cases.

Breaking the chain of command is frowned upon as it causes an unnecessary disruption to workflow, communication, and information dissemination. However, "jumping the chain of command" as it is commonly referred to, can sometimes be necessary in cases such as workplace harassment or if a higher-ranking individual is intentionally breaking company Safety Management System procedure.

Resources off the vessel exist for instances that a crew member needs to report a safety concern or other issue that may not be addressed or taken seriously on the ship. The Designated Person Ashore and their contact information is required to be made available to all crew members.

More departments exist aboard vessels, such as a Steward's Department or Supply Department. Usually, these department heads are not licensed, but answer directly to the Captain. There is an established hierarchy within



Figure 26: Yes, hard hats can also be a fashion statement!

these departments as well, though all members are customarily unlicensed.

The U.S. Navy's Military Sealift Command is the premier provider of ocean transportation to the Department of Defense. The Command operates approximately 125 civilian-crewed ships that replenish U.S. Navy ships, conduct specialized missions, strategically preposition combat cargo at sea around the world and move military cargo and supplies used by deployed U.S. forces and coalition partners. While MSC does play a critical role in support of our nation's defense, the employees are not active duty members of the military. MSC civil service mariners (CIVMARs), the largest segment of its global workforce, are federal civil service employees. All CIVMARs are employed by the Navy to serve MSC aboard naval auxiliaries and hybrid-manned warships worldwide, in peace and war. MSC exists to support the joint warfighter across the full spectrum of military operations. MSC provides on-time logistics, strategic sealift, as well as specialized missions anywhere in the world, in contested or uncontested environments. Sought-after recruits are transitioning military, merchant mariners, maritime academy graduates, and skilled entry-level candidates.

It can be hard to imagine a lot of comparisons between large commercial ships and small pleasure craft, but comparisons do exist, especially in the safety

aspect. Just as pleasure boats must be registered and insured, so do commercial vessels. Commercial vessels can be identified either by their name or by their IMO number, MMSI number, et cetera, just like your boat has a number unique to its registration.

Though safety inspections are optional for many pleasure cruisers on Seneca Lake, inspections aboard large vessels are compulsory. Firefighting equipment, life jackets, distress signals, and deck equipment (such as anchors) are all inspected yearly for compliance by USCG officers.

Navigation is where you may see the most similarities. While the world of technology is changing the way goods are shipped and how vessels navigate the seas, paper charts and celestial navigation are still very common. Though paper charts will be going by the wayside very soon, it wouldn't surprise me if some contingency plan came out to ease the transition to 100% paperless.

Celestial navigation requirements are making their way into many commercial vessels' Safety Management System. New procedures in MSC require a completion of a "day's work" when possible, taking into account the

mate's availability due to weather and operations.

A "day's work" includes a star fix at dawn, amplitude of the sun at sunrise, azimuth of the sun, sun fix including a sun line at local apparent noon (LAN),



Figure 27: Vertical replenishment operations. Yes, that's Maggie on deck!

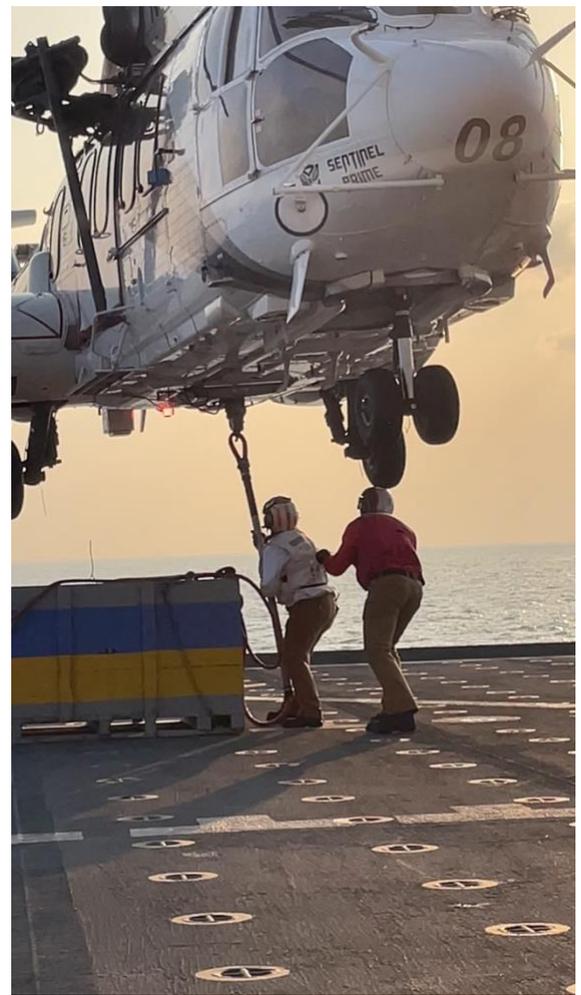


Figure 28: Hooking up cargo to Raptor 08 "Sentinel Prime" for vertical replenishment. (Yup, that's Maggie in this photo, too!)

an afternoon sun fix, another azimuth and amplitude, and a star fix at twilight. Star and sun fixes can be difficult to complete depending on the ship's operation schedule or location, but azimuths and amplitudes to correct the gyro compass are expected to be completed every possible watch.

Language is possibly the most important similarity. When I first arrived at SUNY Maritime, I had to be indoctrinated into the school. It was a rigorous ten days of crash training, drilling, and fitness that I could expect to continue during the school year. During INDOC, the new "Mariners Under Guidance", a.k.a. MUGs, lived and worked on the training ship. One thing that gave me a leg up during these ten days was my baseline understanding of shipboard language. While on a small pleasure craft "salty" language may seem pointless or even a little pretentious, aboard a

commercial vessel understanding this language is crucial.

If there were an emergency while I was on watch, I can't leave the bridge to address it. I have to call on the radio and direct others to where the emergency is taking place. I can't say "on the bow" because there could be more than one level or decks that comprise the bow. The use of "right" and "left" is contingent upon the way an individual is facing, and therefore changes constantly. That is why "starboard" and "port", "forward" and "aft", "above" and "below", are used, as the orientation of the ship does not change based on an individual's orientation on the vessel.

Overall, having a background in sailing and being a part of the Power Squadron set me up for growth and success in the maritime industry.

- Maggie

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*Maggie is a proud alumna of the Seneca Junior Sailing program operated by the ABC-FLX for several years in the 2010's. She attributes her success in the maritime industry directly to her experiences in America's Boating Club and her many interactions with Finger Lakes Chapter members.*



*Figure 29: Flight Deck Officer Maggie MacBlane overseeing vertical replenishment between USNS Matthew Perry (T-AKE 9) and USNS Amelia Earhart (T-AKE 6).*

# Captain Sir Robert Beaufin Irving

Contributed by Charlie Fausold

Captain Sir Robert Beaufin Irving was a distant relative of mine. Ray Margeson will be interested to know that he was the last Irving to inhabit Bonshaw Tower in Scotland, thus breaking an unbroken line of succession that began in the 16<sup>th</sup> century. In 1937 he became Captain of the famous liner *Queen Mary*, and *Drum* readers may be interested in this account of one of his adventures:

The newspapers reported:

*The morning the 81,235-ton Queen Mary sailed into New York Bay last week with day breaking behind her, no hoarse flurry of twelve tugs fumed out to ease her into her mid-Manhattan berth. For three days the harbor's 300 tugs had been tied up by a strike of 2,000 tug hands, seeking \$5 to \$10 more a month than the present scale of \$3.63 to \$5 daily brings them. Last word from longshore tsar Joseph Patrick Ryan had been that the Queen Mary would be left standing in the harbor, "a blow to the prestige of the port."*

What happened when the *Queen Mary* came abreast of her berth at West 50<sup>th</sup> Street was no blow to the prestige of the port, but it was a mighty confirmation of the prestige of British seamanship. At 6:10 a.m. the 1,018-ft. ship lay in mid-stream. Wind was down, tide was slack. Ten minutes later her 118-ft. beam was dead-centred in the

400-ft. slip between the Cunard and Italian Line piers. From the fo'c'sle head whistled two long, light heaving lines attached to ten-inch hawsers. Two men in a rowboat fished the light lines out, rowed them to the Cunard pier. Soon rhythmically functioning stevedore crews had the ship's main hawsers fast. Over-board went more heaving lines, back & forth skipped the rowboat, and at 6:44 the *Queen Mary* was snug in her berth, gang planks in position to land her 1,602 passengers. No skipper had ever docked so large a vessel unaided.

Commodore Robert Beaufin Irving, the ship's greying, trained-in-sail skipper, gave credit where credit seemed due – to the balmy weather and to St. Christopher, patron saint of travelers.

No Roman Catholic, but a staunch Covenanter, Commodore Irving toted two St. Christophers, one a statue given him by a Galway pilot, the other a medal from a passenger. Swore he: "I spun that medal around and said, 'Well, St. Chris, what about it?' He said, 'Go to it.' Next day sheepish operators and tug hands came to a hasty agreement. Said chagrined Tsar Ryan: "St. Christopher ought to be made to join the union."

In 1938 Captain Irving became Commodore Captain of the Cunard White Star fleet, the highest rank achievable in the

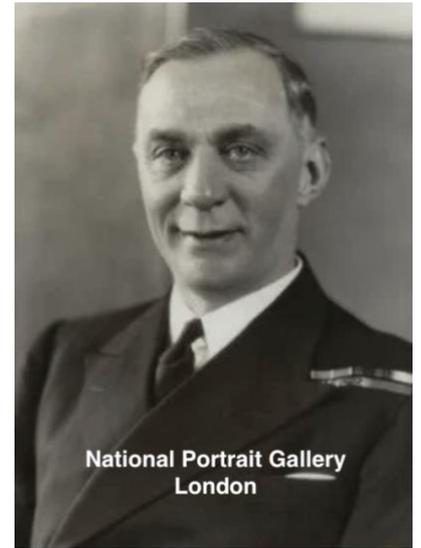


Figure 30: Sir Robert Beaufin Irving.

merchant service, in which year he won back for Great Britain the Blue Riband of the Atlantic, having crossed in 3 days, 21 hours and 48 minutes the record having been earlier held by the French liner *Normandie*.

He was Knighted in 1943. The honour was announced on 2<sup>nd</sup> June and conferred on him at Buckingham Palace on July 13<sup>th</sup>.

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*Researched and Compiled by Roger E. Nixon, professional Military and Historical Researcher at the National Archives of the UK. A full article appears online at <https://clanirving.com/wp-content/uploads/2020/09/Clan-Irving-Blog--Captain-Sir-Robert-Beaufin-Irving-KB-OBE-RD-RNR-1877-1954--Biography-by-Roger-E.-Nixon.pdf> and is reprinted here with permission.*

# Future Marine Navigation & Communications

By Gene Danko, SN

Boat Systems Committee

As experienced boaters, we have seen tremendous changes in the way we interact with other vessels on the water. In the last two decades:

- Hundreds of thousands of VHF radios with Digital Selective Calling (DSC) are properly programmed with MMSIs.
- The Automatic Identification System (AIS) is becoming so widely used that some port areas are starting to saturate.
- Chart plotters are common on vessels as small as nineteen feet.

The trend is not slowing down.

## MMSIs

Mobile Maritime Service Identities (MMSIs) have proliferated faster than policy. This will change as the FCC and Coast Guard have become more committed to management of these numbers. For example, handheld VHF-DSC radios can now obtain a unique MMSI that is different from the standard format. Databases will have to adapt to provide and manage the new formats. A MMSI Working Group has been formed to address such issues and USPS/ABC is represented. ITCOM is altering our website to make it more user-friendly to those requesting MMSIs.

## New VHF/DSC Standards

A new standard is emerging for Class D VHF-DSC radios. GPS inputs will be integral to the new class and MMSI input will be mandatory. The new standard from the Radio Technical Commission for Maritime Services (RTCM) Special Committee SC-101, will be forwarded to the international bodies in September for worldwide incorporation. USPS/ABC has assisted in drafting of the document.

## AIS Upgrades

Work is going on internationally to increase the capacity of identification systems. AIS has become a useful and universal tool. Virtual Aids to Navigation (AToNs) are now being created in the U.S. to augment (or in some cases replace) physical markers or create temporary zones for traffic and pollution control. Fishing drift net buoys are now being marked legally and illegally on the high seas pending a standard. The Search and Rescue Transponder has morphed from a simple radar repeater to a GPS-enabled AIS device that is smart enough to transmit only on the crest of a wave.

## Chartplotter Standardization

Chart plotters have also proliferated. NOAA is retiring

printed charts (they will still be downloadable on demand and, most critically, surveying goes on). Commercial and military vessels use plotting and labelling standards on their Electronic Chart Display Systems (ECDIS) but the leisure market suffers from a lack of labelling standards. Plotting and labelling standards are now being developed for the recreational market and will be ready later in this decade. Again, USPS/ABC is engaged.

## VHF Data Exchange

To tie this all together, a new worldwide system has been proposed called the VHF Data Exchange System or VDES. VDES will provide 32 times the data rate of AIS, relieving overload, and opening spectrum for new Application Specific Messages (ASM). Satellite communications will be integrated into the system to make communication and navigation truly integrated worldwide. All of this may be online as early as 2029.

VDES will require the renumbering of VHF channels from a two-digit to four-digit format. This will have minimal impact on the U.S. channel scheme: e.g., the "alpha" channels such as USCG 22A will be renumbered 1022. "Bravo" channels (not used in the U.S.) will be renumbered 20xx. This change can be managed by the radios and

made transparent to the users. They may potentially be used to open new frequencies within the existing marine band.

**The Bottom Line**

Technology has far outpaced the electronic systems we currently use, which are based on GMDSS (The Global Marine Distress and Safety System), an outgrowth of the 1979 SOLAS (Safety of Life at Sea) treaty. Work is going on across the entire industry, and

administrations are creating the standards now to define and regulate a whole new suite of technologies from radio to navigation to networking. Our organization is actively engaged in the definition of these standards. The Educational Department will have even more work in the next few years; while much of it will fall to the Boat Systems Committee, all the Educational Department committees should take note and prepare their courses accordingly.

- Gene

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*Cdr. Gene Danko, SN, is a member of the USPS Boat Systems Committee and also serves as a liaison with other standard-setting bodies in the marine industry, including NMEA, RTCM, along with various governing bodies. He can be reached via email at: [gene.danko@snet.net](mailto:gene.danko@snet.net)*



## 2023 Sampson Summer Weekend

By Jim McGinnis, SN-CN

SV Brewster

Wow, we had a great time at Sampson despite some funky weather. It was like the Goldilocks and the Three Bears - porridge in July. Friday was too hot with no wind, Saturday was too cold with severe rain and wind squall, and Sunday was just right! Ten boats made the trip from Watkins Glen for the weekend, which is a new record for us. In case you missed it, here is a summary of the weekend.

Friday – basically no wind and motoring. Actually, Lynne and I caught a nice breeze after the trip up just outside the Sampson Marina. It lasted only 30 minutes, but it lifted the sails and spirits. We stopped for a swim before heading in.

Friday night – We had a supreme pizza from the concession stand (pretty good) and listened to the *Rock-it Science* band at the Vista. This was a great way to get into the weekend and meet up with everyone that made the trip up.

Saturday first thing we gathered by *M/V Bacchus* for Don and Marge's special - Bloody Mary's with Slim Jim's as the swizzle stick.

Tom Alley provided an orientation for the marine sextant to everyone in attendance and to get the Junior Navigation students started learning and developing skills in taking sights. The sun poked through the clouds just enough times to allow everyone to get a sight. Finding the horizon and measuring the angle to the sun in the mirrors and filters of the sextant takes a little practice.

In the afternoon, Andrew Price conducted an *Emergencies on Board* seminar covering the critical information from the Boat Handling class and adding a number of insights from his years of experience in many types of boats and on the water situations.

Mike Crouse, on his Islander 36, *S/V Seek Ye 1<sup>st</sup>*, with crew Jeff Mack, Katie Alley, and me, challenged the skipper of a sleek 36-foot S2, *Witchdoctor*, to a race. The boat name reminded me of the classic hit *Witch Doctor*:



Figure 32: Checking mirror adjustment with Dave Dawson-Elli, Tom Keebler, and Tom Alley.



Figure 31: Thank God GPS was invented! John Chesbrough, Bob Sisbarro, and Don Kloeber.



Figure 33: Bring the sun's lower edge down to the horizon and read the angle. Bill Trondsen and Jim McGinnis.



Figure 34: "Take 3 Quartet" warming up.

*Hey witch doctor,  
 give us the magic words,  
 All right, you go,  
 Ooh ee ooh ah ah,  
 Ting tang walla walla bing  
 bang!*

by the Cartoons. Our sails were up, and we were slowly reeling them in when the sky went

black to the north and cold wind scattered the water with black cat's paws. *Witchdoctor* retired and headed East back to the marina. *Seek Ye 1<sup>st</sup>* tacked West to avoid the worst of the rain but soon was overtaken by the squall. 3-foot seas were boiling, and the boat heeled nicely to slice through. We blasted

through the storm, wind, and waves and got back to the marina – but soaking wet.

Phil Smock and the *Take 3 Quartet*, featuring Laura Smock, just killed it! So smooth – “*Sunny*” (Lyric: *Now the dark days are done and the bright days are here, My Sunny one shines so sincere. Sunny one so true, [I love you](#)*). By Bobby Hebb, 1963.

Sunday – Glorious day sail back to Watkins Glen. Downwind cruiser sailing. House shopping all the way. But just window shopping!

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Just realized the last day of 2023 will be 123123.



*The unknown forest where Home Depot sources their 2x4s*



# The Last Word

By Tom Alley, SN-CN

SV Tomfoolery

## The End Is Near



Have you noticed that every year the weather is

characterized as “unusual”, or “unprecedented”, or “extreme”? It’s either too hot, too cold, too wet, too dry, too windy, or too calm. Or it’s all of the above, but at the “wrong time”.

This summer was no exception. It seems like every weather event resulted in a bombardment of messages of how different things are, how change is bad, and how the world is about to end. I guess the media has never heard the saying, “*Climate is what you expect, but weather is what you get.*”

Having said that, it’s difficult not to have noticed that the days have gotten a bit cooler. Gone are the 90 degree (or more) high temperatures. It seems we struggle to get into the 80’s anymore. The sun, too, is setting noticeably earlier in the

evening and rising a bit later in the morning.

Lurking in the gloomy corners of every boater’s head, but still unspoken, is the dreaded thought of “haul out”. We might not be talking about it yet, but this little demon is rustling around in everyone’s head and becoming more blatant with his demand for attention. Again, the weather is key. How long can I stay afloat this year and still have a couple of nice days left to decommission and winterize my boat? As we do every year, we plan based on the climate but gamble on the weather and our intuition.

## Yet There Is Hope

The good news is that, while our days on the water may be numbered, there are things to look forward to as our wardrobe expands to include half a dozen layers of clothing simply to go out and fetch the mail or walk the dog.

This month, we have a class of eight students who will embark on a 12-week study of celestial navigation. One of the impacts of this class is that it gives a fundamentally different view of

the sky and the universe we live in.

In October, the District will host its Fall Conference in Manlius, NY. Unlike prior years, this will be a one-day event, significantly reducing the cost to attend, so I would encourage you to consider a day trip so that you can participate.

In keeping with the theme of weather, our club’s Education Department will also be offering the highly acclaimed *Weather* course during the coming off season. It’s a great course and it will provide you with many insights needed to improve your forecasting ability on shore and on the water.

Of course, the off-season is also conducive to planning for next year’s boating adventures. That can be almost as much fun as provisioning and casting off the dock lines.

- Your Editor, Tom

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As always, send your thoughts about this newsletter to:

[editor@abc-flx.org](mailto:editor@abc-flx.org)

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# Calendar of Events

## September 2023

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- 8/27-04 Governing Board Meeting, *Kansas City, MO*  
(National)
- 01 Finger Lakes *Drum* September issue publication date.
- 12 Bridge Meeting (1900)

## October 2023

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- 10 Bridge Meeting (1900)
- 21 District 6 Fall Council & Conference (1000-1600),  
*Cavalry Club, Manlius, NY.* (D/6)
- 24 Deadline for *The Deep 6* articles (D/6)
- 24 Deadline for *Drum* articles

## November 2023

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- 01 Finger Lakes *Drum* November issue publication date.
- 01 *The Deep 6* fall issue publication date. (D/6)
- 14 Bridge Meeting (1900)

## December 2023

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- 22 Deadline for *Drum* Articles

## January 2024

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- 01 Finger Lakes *Drum* January issue publication date
- 09 Bridge Meeting (1900)
- 19 Deadline for D/6 *The Deep 6* articles. (D/6)
- TBA Finger Lakes Change of Watch

## February 2024

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- 01 *The Deep 6* winter issue publication date. (D/6)
- 03-12 USPS Annual Meeting (National)
- 13 Bridge Meeting (1900)
- 23 Deadline for *Drum* Articles

## March 2024

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- 01 Finger Lakes *Drum* March issue publication date.
- 12 Bridge Meeting (1900)

## April 2024

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

## May 2024

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- 01 Finger Lakes *Drum* May issue publication date.
- 01 *The Deep 6* spring issue publication date. (D/6)
- 14 Bridge Meeting (1900)
- 18-24 Safe Boating Week (National)

## June 2024

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- 11 Bridge Meeting (1900)
- 21 Deadline for *Drum* Articles

## July 2024

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- 01 Finger Lakes *Drum* July issue publication date.
- 09 Bridge Meeting (1900).
- 19 Deadline for *The Deep 6* articles. (D/6)
- 26-28 Summer Boater Weekend, *Sampson State Park Marina, Seneca Lake.*

## August 2024

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- 01 *The Deep 6* summer issue publication date. (D/6)
- 13 Bridge Meeting (1900)
- 23 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.*