



THE DRUM

From the Commander

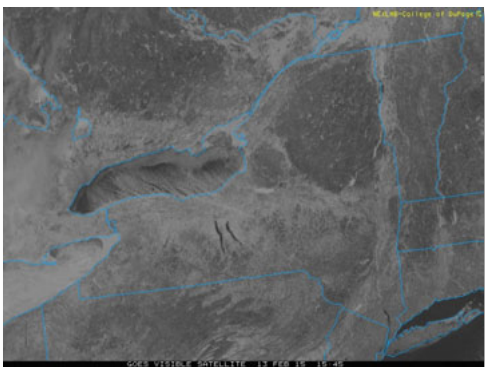
Mark Erway, AP



Greetings to you all from this newly

commissioned commander of the Seneca Sail and Power Squadron. As I write this note, it was negative 8 degrees on our thermometer overnight, yet again! Check out this satellite image of New York State from Nexlab College of Dupage satellite imagery <http://weather.cod.edu/satrad/index.php?load=vis>,

and you can see three lakes are not frozen over, and those lakes are Ontario, Seneca and Cayuga. That's pretty



remarkable when you think about it, and it makes "our" lakes pretty special. Although the south end of Seneca did have a thin layer that extended out a couple hundred yards on February 21st.

Yet, even though we are firmly in the grip of winter our activity have not frozen up. Seneca Sail and Power is alive and well and very active. We have a host of people taking courses this winter from our very capable squadron education committee (see the SEO report from Tom Alley in this newsletter for more detail), with others signed up and ready for Seamanship, which will start soon, along with Sailing, which will be offered this summer. Don Kloeber is going to guide a group through Vessel Safety Check (VSC) process and hopefully we will commission four or five new inspectors. If you would like to look into the VSC program you can contact Don at dkloeber@stny.rr.com for more information.

Becky Lewis is kicking off the 2015 Squadron gatherings with a

MARCH 2015

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<http://www.SenecaPowerSquadron.US>

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<http://facebook.com/SenecaPowerSquadron>

March 21st Brunch at the Village Marina in Watkins featuring two very gifted young folks as our featured speakers (see the AO report).

Also in 2015 we will grow our Young Sailors Program as we have officially established a Youth Committee and build on the success of 2014. This program has received national attention and with everyone's cooperation and support perhaps it will become the basis for a new initiative within USPS. We are looking for more boats, skippers and coaches to join in

the fun. And please, whether you are well seasoned or still building your skills, we can team you up with others who will help round out the abilities needed on each boat and for each set of youth, contact Tom Alley at SEO@SenecaPowerSquadron.US

This summer, invite others to come and experience boating, whether power, sail or paddle. Invite them to our activities; introduce them to members and friends and before you know it, we may have some new members. And remember we need to get skippers who are looking for crew to pair up with crew who are looking for boats to crew on, so let's communicate. And finally, the great partnership we have with the Finger Lakes Yacht Club should help make 2015 to be one spectacular year. That

will be the heart of "come for the boating education, stay for the friends".

Check us out on Facebook at Seneca Sail and Power Squadron, become a friend, and "like" our page. We will be utilizing it more and more as a center for information about upcoming events, reports about what's been going on, including video links, and utilizing the calendar feature where you can look ahead to see what's coming up. The calendar is under the "more" tab.

I'm truly excited about this new coming year with its very fresh approach and hope you'll catch the excitement, too.

- Mark (cmdr@SenecaPowerSquadron.US)

From the Executive Officer (XO)

By Charlie Fausold, Executive Officer



New rules for PFDs

The U.S. Coast Guard has published a new rule that became effective October 22, 2014 removing the requirement for labeling personal flotation devices (PFDs) with usage type designations (I, II, III, IV, V). The new rule does not change the carriage requirement for quantity of PFDs, and PFDs with existing labels do not have to be replaced as long as they are in serviceable condition.

The elimination of the old labeling types recognizes that many members of the public found the different type designations to be confusing, and paves the way for new PFD labeling standards that are easier to understand, better convey safety information, and are more compatible with other

countries such as Canada. It will likely be 2017 before the new standards and labels are developed and begin to show up on new PFDs.

- Charlie



From the Administrative Officer (AO)

By Rebecca Lewis, Administrative Officer



Life is extremely busy and it can be difficult to keep track of things we need to do and the things we want to do.

Fortunately, we have great tools and resources to help keep us organized. What's better is that we can do it all while on the go, even if we spend our days on our boats.

I hope you are ready for a fun 2015 season. The list of events is growing so the best way to keep track of what the SSPS is doing this year is to check out our calendar on a regular basis. As always, both educational and social events will be shared via the power squadron website, but we have added something new this year. This year we have a calendar app, which has been added to our Facebook page. You will find the app location on the left side of our Facebook page under our "About" information link. Another link to the Facebook calendar may be found when you click on the "More" tab just below the page header. I will also be sending you all emails as reminders before each event. These emails will be invitations with details about each event and RSVP dates. I enjoy sending these emails out as they allow me to keep in touch with you on a more personal level.

Saturday, March 21st the SSPS will be hosting a brunch at The Village Marina Bar and Grill in Watkins Glen. The brunch starts with a social hour at 11:00 a.m. and is a catered event. There will be a cash bar. Brunch will start at 12:00 p.m. Guest speakers will be Katie Alley and Rolf Lewis, our first ever Junior Sailor Committee members. On January 22nd-25th Katie and Rolf took part in presenting our Youth Sailing Program in Jacksonville, Florida at the National Conference of the United States Power Squadron. This March they will be talking about their experiences while participating in our first year Junior Sailing Program started by Seneca Sail and Power Squadron in 2014. Your RSVP for attending is required by March 9th. The cost is \$25 per person. Cash or checks will be accepted at the door the morning of the brunch.

I also want to share that an invitation has been extended to us by the Finger Lakes Yacht Club to join them at their 2015 Season kick-off with a "Block Party" to be held at the Village Marina in Watkins Glen on May 16th at 1 p.m. This event is a great way to take a much-needed break from getting our boats prepped and ready to be back in the water. Please bring a dish to pass, your own beverages, and a lawn chair. Pizza and music will be provided. There is no need to RSVP for this event. More details will follow via the newsletter, the calendar, and via email.

There is so much to look forward to this season with more to share in the coming months so stay tuned! It is my hope that you will be able to participate in as many as possible. See you Saturday, March 21st!

- Rebecca



Treasurer's Report

by Marcia Taylor, Treasurer

All bills are paid, and there's money in the bank!

Educational Updates

By Tom Alley, Education Officer

Despite the bitter cold and repetitious snow, it's a busy time of year. Our classes are in full swing (Piloting and Junior Navigation) and so are efforts to begin planning for the boating season.

As you read in the Commander's column, we have created a Youth Committee and seeded it with two very capable young boaters to help all of us "more seasoned" sailors create activities that will appeal to the next generation of boating enthusiasts. This committee will report through the Education Department for the time being.

Speaking of youth, the Seneca Squadron was invited to give a presentation about our Junior Sailing program at the National Conference in Jacksonville, FL in January, and who better to go than two of our Junior Sailors. Please read their article later on in this newsletter.



Seneca Junior Sailors Katie Alley & Rolf Lewis making the rounds at the USPS National Conference exposition hall on January 23rd.

Junior Sailing

As mentioned in the last newsletter, we will be expanding our efforts in the Seneca Junior Sailing program this coming summer. I'm very pleased (and grateful!) to report that we've had several additional volunteers step forward to be coaches, but we could still use a few more. Based on

feedback from last year's coaches, it is a very rewarding and enjoyable experience, so please consider volunteering some of your time.

The Junior Sailing Program will have an organizational meeting on Friday, March 6th, at 19:00 in the Big Flats Community Center. If you are even remotely interested in helping out, please plan to attend! Many hands make for light work.

Upcoming Classes

Marine electronics have evolved a great deal in just the past few years. If you're still trying to figure out what all of these little boxes can do for you (or how to use the ones you already have), please consider the Electronic Navigation Course that will be offered this spring. Details are on the next page.

Web Site Updates

Watch for some updates coming to the Squadron web site (<http://www.SenecaPowerSquadron.US>) in the near future. Because of all of the activity in our Squadron, the calendar will be migrating to Facebook so that we can keep all of you better informed on a more timely basis. We will also be adding a page for our Junior Sailing coaches and our new Young Mariners Committee.

- Tom

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Crossing Borders Webinar - 21 April 2015

The Crossing Borders webinar explains the immigration and customs process and the programs that enable boaters to easily cross into Canada, the Bahamas and other destinations. After this webinar, you'll be prepared to have the correct documents on board in an organized manner. For information:

Robert F. Anderson (passage1@wavecable.com)

<https://attendee.gotowebinar.com/register/4969895176635110657>

Calendar of Courses & Seminars

by Tom Alley, Education Officer

Spring 2015 Courses

Marine Navigation Systems

This is the third and final module of the Marine Electronics series, "Electronic Navigation." While the US version of the class is not yet ready, our friends and neighbors in Canada have made their course available to us. Anyone taking this course will receive credit for the third Marine Electronics module. If you are interested in taking this class, please contact me so we can schedule it.

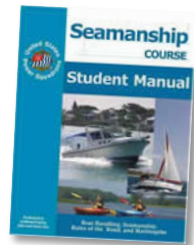


- Prerequisites: None (Piloting, MES and MCS recommended)
- When: April-May 2015.
- Where: Big Flats Community Center
- Duration: 9 weeks
- Instructors: TBD
- Cost: \$80

Summer 2015 Courses

Seamanship

The Seamanship course is the next step after completing America's Boating Course (ABC), taking the knowledge and skills learned there and expanding and extending them with this newly updated edition. The course presents material applicable to both power and sail, covering such topics as the construction and functioning of a boat, the skipper's responsibilities, preparing the boat for use, handling and maneuvering a vessel under various conditions in close quarters and on the open water, rules of the road, anchoring, emergencies, and marlinpike/basic knots.



The Seneca Squadron is altering the presentation of this class slightly from prior years in order to make it more family-friendly and youth-oriented. (Course *content* remains unchanged.)

- Prerequisites: None.
- When: Fridays starting June 12th, 2015

- Duration: 9 weeks
- Where: Big Flats Community Center & Watkins Glen Village Marina
- Lead Instructor: Tom Alley
- Registration Deadline: May 15th, 2015
- Cost: \$90

Sail

Sail (Sa) is a complete sail course beginning with basic boat designs, rigging and sail processes for the non-sailor. The course proceeds into the physical aspects of sailing, sail applications, marlinespike, helmsmanship, and handling of more difficult sailing conditions, navigation rules, and an introduction to heavy weather sailing.



The course is taught over a 9-week period with a mix of classroom and on-the-water sessions. Students are expected to take on an active role aboard the instructional vessels so that they can feel, first-hand, the effects of design parameters on the handling and performance of a boat.

In order to teach the course in the time available (boating season in upstate New York is WAY too short), the Seneca Sail & Power Squadron recommends that students have completed the Seamanship course prior to taking Sail. This allows instructors to skip over material also covered in the Seamanship class.

- Prerequisites: Seamanship
- Instructors: TBA
- Duration: Approximately 9 weeks.
- Scheduling: Friday evenings, July – mid-Sept.
- Location: Watkins Glen Village Marina
- Cost: \$80 (USPS Members)

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Information about all of our courses is available on the squadron web site or by contacting me via e-mail at seo@SenecaPowerSquadron.US or by calling me at 607-377-6262.

- Tom

USPS National Conference Report

by Katie Alley & Rolf Lewis, SSPS Youth Committee



Speakers Katie Alley, Tom Alley, and Rolf Lewis.

After presenting our squadron's Junior Sailing Program at the District 6 Conference in November, we, Rolf Lewis, Katie Alley and Tom Alley, were invited by the Assistant National Education Officer Don Fiander to give the same presentation at the National Conference in Jacksonville, FL in January.

Arriving on Thursday of the weeklong conference, we were scheduled to present our Pilot of the Junior Sailing program the next day. Our hotel was located right by the St. John's river, where several sailboats reminded us of beloved Seneca Lake.

The conference, spread over eight ballrooms, three floors, and two lobbies, featured expositions of the high points in our organization on the national scale, including booths containing the Sea-Scouts, amateur radio operators, and boating safety representatives.

As well as the exposition, the conference had a multitude of

seminars and speeches available every day. These ranged from the relatively mundane discussions of liability to the more interesting discussions of youth involvement in our squadrons. Among the latter were two representatives from "Spirit of America," Cecelia Duer, CEO and President, and Jerry Craddock, National Coordinator. This group, based in Ohio, works in tandem with existing youth groups, summer camps and even some municipalities to bring boating education and safety to thousands of youth nationwide (<http://www.SpiritOfAmerica95.org>). Having similar goals, we made a connection with this group, hoping to establish a dialogue in areas of mutual interest.

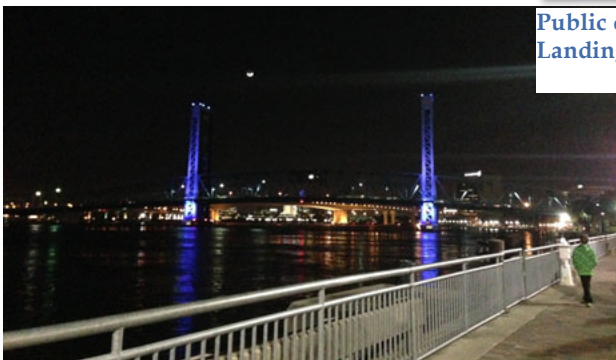
Immediately following the "Spirit of America" presentation, we gave our own to an excited audience. Being very well received, we spoke for a little over an hour about the successful Junior Sailing pilot this last summer. Immediately

following the presentation, we recognized just how much of an impact our presentation may have on other squadrons, as many questions were asked about the process of the program. These questions were asked with the intent to grow Junior Sailing programs for other squadrons.

Two days later, after a day of sightseeing, we returned to the colder New York temperature with much complaining.



Public dock at the Jacksonville Landing.



Illuminated bridge across the St. John's river.



Cruiser docked at the Jacksonville Landing.

Cyber Security Tips

By TrackThreat Security Inc.

Even though the Seneca Squadron is a boating club and this newsletter is all about our love of being in, on and around the water, the reality is that all of us use a computer on a regular basis. In fact, to get this newsletter you had to either receive it in your e-mail account or download it from the Squadron web site. The sad byproduct of this computer use is that many of us have fallen prey to the various digital shenanigans employed by some for personal gain. This column is a summary of tips provided in a trade journal by ThreatTrack Security, Inc. that I thought would be useful to pass along. ThreatTrack has graciously allowed us to reprint this article. – Ed.

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IT professionals know the damage that malware can cause, but everyday users are often unaware of the security threats lurking on the web, in their e-mail and on their smartphones.

Even the best malware defense can be rendered useless due to careless behavior. To defend against this, education and awareness are critical. As such, ThreatTrack Security Inc. has compiled the following information users need to understand the threats that they face.

Tip #1: Understand Cybercrime & Malware

Malware is malicious software developed by criminals for the purpose of gaining access to and extracting sensitive data, typically for financial gain.

To defend yourself it is important to understand that malware writers are becoming very adept at creating threats that evade detection by traditional security solutions. Don't assume you can let your guard down because antivirus, e-mail security, firewalls, or other cyber defenses defend your computer.

Some malware types – like *viruses* and *Trojans* – are tools for breaking into your PC, while others – like *worms*, *spyware* and *key loggers* – are all about snooping through a PC or network looking for data to steal. Still others – like *bots* or *bot nets* – are all about hijacking PCs to use infected systems to further distribute malware.

Tip: Don't underestimate how clever cybercriminals have become. Their tricks are extremely effective at luring

users to open infected files, click on malicious links, or freely divulge sensitive information. Knowing their tricks is the first step to defending yourself.

Tip #2: Be Difficult to Catch

Believe it or not, one of the most common ways that criminals gain access to sensitive data is by tricking users into divulging information we ordinarily wouldn't share with anyone. This is called *phishing* and often involves using social engineering tactics to trick users into thinking they have been contacted by a service they know and trust – like a bank, online retailer, airline, or social media platform.

Social engineering refers to the practice of creating deceptive attacks based on what is known about the targeted user. For example, cybercriminals scour users' Facebook and LinkedIn accounts to create phishing e-mails and look and read real enough to trick the users into responding to fraudulent requests to change passwords, confirm payment options or divulge other personal information.

Phishing e-mails and the websites they link to look like the real thing and can be very difficult to identify as malicious right away. And since many people re-use the same password, a user's login credentials for a bank account is often the same one they use to log on to the network at work every day.

Tip: Always keep in mind that most of the services you use will **never** request that you share personal information directly via e-mail. Moreover, the majority of time you are contacted to reset a password or confirm any changes to your account will be initiated by an action you take. In the event you receive an unsolicited e-mail (even if it's an alarming warning to reset a password), it is best to assume it is malicious. Do not click on any links. Contact the service provider or check their website by entering the URL you always use.

Tip #3: Resist Your Curiosity

Malicious spam remains a major threat. These aren't those annoying marketing e-mails we're tired of deleting from our inboxes all day long. Rather, it is a precursor to phishing, employing similar tricks of deception – stealing logos and designs from well-respected brands – to trick users into clicking malicious links or downloading infected files.

Malicious spam can even come from an e-mail address manipulated to appear as if it is from someone you know (spoofed).

Cybercriminals use spam as a shotgun tactic to spread malware as widely as possible. Often these e-mails are disguised as shipping confirmation notices, alarming notices from banks, tantalizing photos, mortgage scams, fake news alerts and more – anything to raise our curiosity and to get us to open an e-mail and click an attachment link.

Tip: Always be wary of any e-mail you receive that is out of the ordinary or you did not request. Spam can look very real, but avoid the temptation to click without thinking. The best course of action is, if you think it's spam, delete it.

Tip #4: Browse With Care

Another favorite trick of cybercriminals is *poisoned search results* or *black hat search engine output*. This is a way malware writers use our curiosity against us by exploiting high-profile events like a celebrity scandal, new tech gadget or major events like the Olympics, a royal birth, an election, or sports championship.

While search engines like Google are very good at protecting us from these threats, cybercriminals are quick to stand up entire websites within hours of sensational news breaking, claiming videos and pictures, but only delivering malware to visitors. It may take Google a few hours to identify and remove these sites from its search results, but in that time plenty of users can be infected.

Tip: Get your celebrity gossip and news from trusted sites only. Always be careful what you're searching for and what sites you visit.

Tip #5: Don't Be Exploited

Two types of malware known as *exploits* and *Zero-day attacks* refer to criminals taking advantage of vulnerabilities in software products we use every day. These include operating systems like Windows, web browsers like Chrome, Internet Explorer and Firefox, and a wide range of popular software like Adobe Flash, Adobe Reader, Java and Skype.

Malware writers invest a lot of time and energy searching for faulty software code they can exploit and use as a backdoor into your PC to deliver malware. Zero-day attacks are named as they are

because at the time of their discovery there is no fix for the vulnerability they are exploiting, leaving software companies scrambling to release updates within a few days, which is plenty of time for cybercriminals to spread malware.

Tip: The best defense against malware exploits is to always update software programs to the latest available versions. When a message appears on your screen to update a trusted application, do it. Chances are good the software developer is correcting an issue that may have serious security implications.

Tip #6: Watch for Malware in Disguise

Cybercriminals know that users are concerned about security and often employ messages and pop-up screens that appear to be legitimate on your PC requesting updates. Clicking on these links can lead to downloading malware and installing *rogue applications*.

Rogue applications may claim to be antivirus products or system cleaning utilities. Some even claim to be from the FBI. They look authentic, but they are designed to infect your PC to extort money from you, or to install additional malware on your computer.

Tip: If you see a warning claiming your PC is infected, don't click anything! Verify this independently through a trusted source before doing anything.

Tip #7: Back It Up!

There is a family of malware known as *ransomware*, and just like the name implies, these programs take your PC hostage. The malware demands payment to be removed or to allow you to regain access to your files. This is becoming an increasingly popular tool in the bad guy's arsenal.

Tip: Avoid ransomware by being safe online, but be prepared for the worst and back up all critical files on a regular basis.

Tip #8: Stay Safe While Mobile

Malware is no longer limited to just PCs. Malware writers have switched tactics to take advantage of the proliferation of mobile devices. Malicious Android and iOS app can cause all sorts of headaches.

Tip: Don't think your Android or iOS device is safe from threats. Only download apps from trusted sources (Google Play and Apple's App Store) and only choose

apps from trusted developers.

Tip #9: Don't Be A Carrier

Just like people can spread the flu or a cold to colleagues, users can spread malware infections to other computers. Two common ways involve sharing files either by e-mail or via USB memory sticks.

Tip: Only connect your PC to trusted devices and scan all USB drives with your antivirus software before opening any files. Be mindful of who is using a home PC. Always ask if you completely trust the surfing habits of your 13-year-old child/grandchild.

Tip #10: Avoid Friendly Threats

Security threats on social media continue to grow exponentially. Shortened links are effective tools to hide malicious URLs, and threats tied to compelling images and videos shared on Facebook can spread quickly among friends.

Cybercriminals can quickly set up fake accounts and profiles to spread malware, typically employing the same social engineering tactics they've perfected. Moreover, cybercriminals can hijack your profiles and accounts to spread malware under your name to people you're connected to.

Tip: Be careful what you click on Facebook, Twitter, LinkedIn and other popular social channels. Only share and click on posts from trusted sources, and be mindful that it's possible your friends are sharing malware. Also use different passwords for all your accounts, so if one is compromised the others are still secure.

Stay Safe

By adopting these 10 tips, users can do their part to protect themselves from data breaches, privacy violations, and outright theft.

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ThreatTrack Security Inc. specializes in helping organizations identify and stop Advanced Persistent Threats (APTs), targeted attacks and other sophisticated malware designed to evade the traditional cyber defenses deployed by enterprises and government agencies. The company develops advanced cybersecurity solutions that expose, analyze and eliminate the latest malicious threats.

You can visit their web site at:

<http://www.ThreatTrackSecurity.com>



The biggest lie I tell myself is
“I don't need
to write that down,
I'll remember it.”

A Study in Details – Part IV

By Tom Alley, SV Tomfoolery

Our saga left off with finally getting the engine placed in its operating position. This proved to be but half of the battle, as it now had to be connected to all of the lines, controls and support systems in the boat so that it would be functional and could be controlled from the cockpit. Our story resumes...

Making Connections

With the engine in place, the time came to make all of the connections: Fuel, oil, power, instrumentation, drive train, controls, cooling, and exhaust. In principal, these are all straightforward. In practice, however, geometry can make each one quite challenging as each connection comes with its own special constraints and limitations.

Fuel Lines

Fuel connections were perhaps the simplest to accomplish. Fuel hose is reasonably flexible and the two connections required (supply and return) were easily made by pushing the hose onto a hose barb and then securing it with a hose clamp. The hose is also of a smaller diameter and is easily routed. Some care was required to ensure that the hoses were not in contact with objects that will be hot or will cause chafe when the engine is running and vibrating.

Oil Lines

In order to simplify oil filter changes, a remote mount for the oil filter was installed. The orientation of the filter on the engine crankcase is horizontal, meaning that a significant amount of oil would have spilled each time the filter was changed. By using a bulkhead mount for the filter, the filter is held vertically and will allow any drips that do occur to be caught and contained. The two connections required for this device are even simpler as the hose barbs are “clamp-less” and only require the hoses to be pressed on. According to the supplier, using clamps will actually damage the hoses and cause leaks.

While the hose barbs did live up to their promise of not requiring clamps, the same could not be said for the metal fittings that had to screw into one another. These all required a considerable amount of Teflon tape before they would reliably hold back the oil while the engine was running.

Electrical Power

Connecting power to the engine was straightforward: Just two battery cables to a pair of points on the motor. Electrical systems on the motor were already wired to take power from these points. The biggest challenge was with routing the cables in a constrained space so that they would not rub against anything that would move, vibrate, or get hot.

Instrumentation

Instrumentation was about as easy as the power. While there were more wires, they were tied in a neat bundle. A connector on the end of the cable made the matter as simple as plugging it in. As with the power, the biggest challenge was with routing the cable and then dealing with the excess.

Engine Controls

Control linkages proved to be a bit more challenging than I had expected. I had these really nice bronze clevis “forks” from Edson that would screw right to the end



of the control cables, but unfortunately they would not fit in the space provided and also limited the amount of movement in the control cable itself. As a result, I wound up fabricating my own terminations out of small brass strips and stainless steel hardware. (Fortunately, I'm in fresh water where I can get away with using brass. Long term, stainless steel is probably a better choice.) By using the strips, I was able to utilize the factory mount points for the cables without modification.

One caution to anyone doing its is to make sure the nuts are firmly locked. There is a lot of vibration at these locations and nuts *will* work themselves loose in a matter of minutes if not properly secured. (Again, don't ask how I can state this with such certainty.)

A Study in Details (cont'd)

Exhaust System



The exhaust system posed no end of challenges. Researching various articles on the “proper” design for a wet exhaust system and consulting the Westerbeke installation manual, it became apparent that the ideal installation was simply not feasible in an Alberg 35 and that some compromise was in order.

The exhaust line had to be upsized from 1½ to 2 inches in diameter. Since exhaust line is tubing, it refers to the *inside* diameter of the line. Because the new line was composed of flexible tubing and not copper pipe like the original system, the wall thickness took a similar jump, making the new line almost 3 inches in diameter. Routing became another headache due to the conversion from a dry to a wet exhaust system.

The original plan had been to mount the water lift muffler immediately below the engine in what appeared to be a spacious portion of the bilge. Unfortunately, the bilge turned out to be far too narrow to accommodate the muffler along with the hoses and pipes leading to it. Multiple arrangements were tried, but without some modifications to the engine exhaust manifold, the only one that worked was to mount the muffler immediately above the stuffing box. Because the engine sits at a 15° incline, this places the muffler approximately 12 inches below the point at which water is injected into the exhaust. From here, exhaust tubing was run up into the port cockpit locker to just below the deck and then down, at a slight incline, to the through hull at the transom.

Commissioning Tests

With essential connections to the motor completed, it was time to commission and test the motor. This was done in a several of phases. The first step was to simply start the engine and make sure it would

run, that all of the controls worked properly, and that nothing fell off or came apart.

Once this was accomplished, we tied the boat down firmly in her slip and put the engine in gear to provide a load on the engine. Then we throttled up to “cruising speed” (about 2500 rpm) and let the engine run for more than 30 minutes. Oil pressure and temperature were monitored, as was water level in the bilge. On our first test, we discovered several hose clamps that had not been adequately tightened. We also had an oil leak on a fitting that had not been wrapped with Teflon tape prior to being assembled, resulting in intermittent oil pressure readings at the instrument panel. (...and a fair amount of oil in the bilge!)

After a second, successful, dockside test, we slipped the dock lines and took the boat out into the lake more involved trials. Gauges and the engine spaces were monitored for abnormal readings and leaks, respectively. While on the lake, we ran the engine at different RPMs and logged the speed that we made through the water to build a rudimentary speed curve. Data collected for the speed curve will be used to select a new prop with the proper pitch. The second test also confirmed that the “too-small” through-hull fitting for the raw water intake would be sufficient for the balance of the season until we could get hauled out to replace it with the correct fitting. The extended run (over an hour) also helped us identify the persistent oil leaks at the oil filter bracket.

Sea Trials

Up to this point, we’ve only run the engine for a short period of time. To really build confidence in the new motor, an extended run, or in nautical



terms, a full “sea trial”, was needed. The opportunity presented itself to travel to a neighboring yacht club approximately 30 nautical

A Study in Details (con'd)

miles away for a weekend to compete in a race there. The fuel tank was topped off again in order to begin gauging fuel consumption under actual cruising conditions. Other fluid levels were checked to ensure that there were no remaining leaks that had not been addressed.

Circumstances cooperated when, on the day of departure, we had light and variable winds and had another boat traveling to the event with us. The motor was fired up and our fleet of two headed up the lake. Gauges were monitored and for the next six hours, we motored toward our destination with the engine running at its "cruising speed" of 2750 RPM. Because we had taken the time to calibrate the fuel gauge, we could estimate our fuel consumption with some confidence. Two days later, the winds were again too light for

sailing and we motored the same route back to our home port, running the engine for a total of 14½ hours that weekend and burning a total of 7.5 gallons of diesel fuel.

In the end, this short voyage confirmed that the engine ran as well as was promised by the vendor as well as instilling sufficient confidence that it could be depended upon on longer, more ambitious trips in the future.

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At this point, the major parts of the project are complete. The next installment will cover "all the details" left to clean up the interior of the boat and to put the finishing touches on the power plant swap.

SENECA SAIL AND POWER SQUADRON

Invites you to

Brunch at the Lake

Guest Speakers: Rolf Lewis and Katie Alley

Presenting

"Seneca Sail and Power Squadron Youth Sailing Program"

SATURDAY THE 21 OF MARCH

SOCIAL HOUR AT 11:00 *with* BRUNCH AT 12:00

\$25 per person

The Village Marina Bar and Grill

Watkins Glen, New York

Breakfast Buffet

Cash Bar

Seneca Squadron 2015 Calendar

By the Seneca Squadron Executive Committee

March 2015

- 06 Junior Sailing Organizational Meeting (1900)
Big Flats Community Center
- 17 Bridge Meeting (1900)
Location TBD
- 21 Brunch at the Lake (1100)
Watkins Glen Village Marina Bar & Grill
- 21 D6 Spring Council
Newark, NY

April

- 17-19 D6 Spring Conference
Holiday Inn Downtown, Binghamton, NY
- 21 Bridge Meeting (1900)
Location TBD
- 24 Deadline for Drum Articles

May

- ?? Dinner Meeting
Location TBD
- 19 Bridge Meeting (1900)
Location TBD
- 17-23 Safe Boating Week

June

- 16 Bridge Meeting (1900)
Margeson Residence
- 26 Deadline for Drum Articles

July

- 21 Bridge Meeting (1900)
Location TBD

August

- 18 August Bridge Meeting (1900)
Location TBD
- 25-30 National Governing Board
San Diego, CA
- 28 Deadline for Drum Articles

September

- ?? Monthly Dinner Meeting
Location TBD
- 15 Bridge Meeting (1900)
Location TBD
- 27 D/6 Fall Council
Hibiscus Harbor, Cayuga, NY

October

- 20 Bridge Meeting (1900)
Location TBD
- ?? Nominating Committee
Location TBD
- 23 Deadline for Drum Articles

November

- ?? Dinner Meeting
Location TBD
- ??-?? D/6 Fall Conference
Location TBD
- 17 Bridge Meeting/CoW Planning (1900)
Location TBD

December

- 01 Nominating Committee
Location TBD
- 15 Bridge/CoW Planning (1900)
Location TBD
- 18 Deadline for Drum Articles

January 2016

- 17 Change of Watch
Location TBD
- 19 Bridge Meeting
Location TBD

February

- 14-21 USPS Annual Meeting
Orlando, FL
- 17 Bridge Meeting (1900)
TBD
- 20 Deadline for Drum Articles

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

<http://www.SenecaPowerSquadron.US>

or our Facebook page:

<http://facebook.com/SenecaPowerSquadron>

for any last-minute changes.

Seneca Squadron – Who’s Who?

Not sure who to contact with questions or suggestions for *your* squadron? Well, here’s a list to get you started!

Commander: Mark Erway

cmdr@senecapowersquadron.us
607-215-1624

Executive Officer: Charlie Fausold

xo@senecapowersquadron.us
607-535-4641

Administrative Officer: Rebecca Lewis

ao@senecapowersquadron.us
607-

Education Officer: Tom Alley

seo@senecapowersquadron.us
607-562-3909

Assistant Education Officer: Jim McGinnis

aseo@senecapowersquadron.us
607-358-4409

Secretary: Jim Morris

secretary@senecapowersquadron.us

Treasurer: Marcia Taylor

treasurer@senecapowersquadron.us

Membership Chair: Sue Morris

membership@senecapowersquadron.us

Public Relations Officer:

pro@senecapowersquadron.us

Executive Committee Members:

Dennis Kingsley	Tom Taylor
Ray Margeson	Jerry Tinz

Youth Committee Members:

Katie Alley	Rolf Lewis
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The Seneca Sail & Power Squadron, a unit of the United States Power Squadrons, is an organization dedicated to the advancement of responsible and safe boating through continuing education and social interaction.

THE DRUM

Attn: Editor
38 Woodland Drive
Big Flats, NY 14814

Seneca Sail & Power Squadron Members