



THE DRUM



A Publication of the Seneca Sail & Power Squadron

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Report any errors or omissions to:
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From The Commander

By Mark Erway, AP

View From The Bridge

Our annual election of officers took place at the Change of Watch ceremony back on January 21st at the Elmira Holiday Inn and we have a great group of people working on behalf of the Squadron again this year. It is my pleasure to serve again as your Commander, especially with the support of Ray Margeson as Administrative Officer; Charlie Fausold as acting Executive Officer, Phil Cherry as Secretary; Jim McGinnis as Squadron Education Officer; Tom Alley as Assistant Education Officer and Marcia Taylor as Treasurer. On the Executive Committee we have Charlie Fausold, Denis Kingsley, Don Kloeber and Tom Taylor as well as Howard Cabezas serving as our Public Relations Officer. These people give their time generously throughout the year and truly are the ones that “make it happen”. The Change of Watch was officiated by District 6 Executive Officer, Nancy Bieber. She gave us an encouraging speech and then added a little zinger by challenging our squadron to promote power boating



as much as we promote sailing. She caught me with that one and I’m still mulling it over.

On a District level, I want to extend an invitation to all of our members. This April, District 6 will hold its Spring Council and Conference, April 13-15 in Rochester. The speakers’ program, on Saturday afternoon, the 14th, is very well planned and features talks by women in sailing/boating, whether in marine business, education or on-the-water adventure. Watch for information coming out and if you can attend on Saturday the 14th, make it a day trip, you will not be disappointed.

You may or may not be aware that our Chief Commander, Louie Ojeda, has



Photo 1: Seneca Bridge Officers being sworn in by DXO Nancy Beiber.

been strongly promoting increased cooperation between USPS and the Coast Guard Auxiliary to offer the best of boating education that we possibly can. As part of that plan, back on January 31st, the Chief Director of U.S. Coast Guard Auxiliary, Captain David Rokes, released a document detailing a reciprocal agreement between the Auxiliary and USPS to recognize each other's Instructors and Vessel Safety Examiners. I don't know where this may lead, but it is starting a conversation for sure. (Below is a portion of that agreement. See details of the entire agreement here [Reciprocity Agreement](#))

TO: ALAUX

From: CHDIRAUX

SUBJ: AUXILIARY RECIPROCALITY WITH U.S. POWER SQUADRONS FOR VESSEL EXAMINER AND INSTRUCTOR COMPETENCIES - 003/18

1. The U.S. Coast Guard Auxiliary and U.S. Power Squadrons (USPS) have long shared the vital mission of educating and assisting members of our Nation's boating public to safely conduct their recreational activities on the water. Both the Coast Guard Auxiliary and USPS have leveraged their long-standing histories and experience to develop outstanding training programs that are used to qualify members of their respective organizations in competencies that are essential to successfully performing this mission: Vessel Examiner (VE) and Instructor (IT). Pursuant to discussion and agreement between U.S. Coast Guard Auxiliary National Commodore Richard Washburn and U.S. Power Squadrons Chief Commander Louie Ojeda, it is therefore appropriate, prudent, and fitting for both organizations to extend reciprocity to their members who have achieved these competencies.

Amazingly, spring launch will be upon us before we know it, and I am keenly aware with my new acquisition that there is a lot to do before launching in May. Don't forget to check all your "perishable" gear, like self-inflating PFD's, flares, battery operated or assisted de-

vices, and especially your fire extinguishers to see if they are still in the green or if they are part of the Kidde fire extinguisher recall. Check for cracked or broken pipes and hoses that may have had enough residual water to freeze and break. Take a close look for tell-tale signs of critters having moved in, they love to chew through wiring and create havoc, or set up house in an inlet or exhaust that will prove to be an unwelcomed surprise.

Speaking of the new season, the Advanced Piloting Class is underway.

Meeting at the Watkins Library and ably led by Charlie Fausold, it reminds us that there is plenty we can do during the off season to increase our abilities and understanding. After all, we are the premier boater education organization. I urge you to take a look at the website to see what classes are coming next and sign up. Not only is it good for our own self-improvement, it's a great way to get to know fellow members better. Also note that you will be seeing the use of our new national branding campaign, "America's Boating Club, for boater, by boaters" in most of our literature and advertising.

Tom Alley has been busy coordinating our calendar with that of the Finger Lakes Yacht Club and it appears that there is no lack of activities between the two organizations. Please take a close look at the calendar in this issue for the latest updates. It is a great help to begin planning summer activities in and around those dates so that all of us can maximize participation in the events coming up and still have family time as well.

The Junior Sailing Program kicks off this May, led by Tom Alley and supported by a great group of volunteer coaches. This year the overall schedule will be shorter so as not to tie up students, parents and coaches for too long a commitment. Look for details in this newsletter. Please think about someone whom you can invite to participate in Junior Sailing, not only that our program continues to grow, but that it will help shape young peoples' minds and



The Drum

Published six times per year by the Seneca Sail and Power Squadron, a unit of the United States Power Squadrons. The opinions expressed in **The Drum** are those of the authors and do not necessarily represent those of the Power Squadrons, its officers, directors, or members.

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characters, helping them to gain in knowledge and confidence. We look forward to when our two former Junior leaders, Katie Alley and Maggie MacBlane can join us for an outing or two this summer.

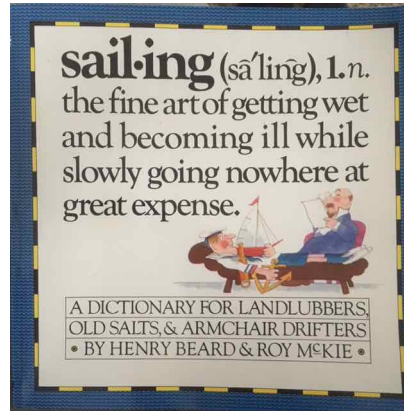
Finally, as I write this, we have just had two extremely mild February days. Yesterday I spent a few hours on *Weeble* sorting things out and refining my to-do list to ready her for spring. Canada geese have been flying north, though it seems a bit early for them to be doing that, it is a wonderful reminder that spring is not that far away. Hope everyone is wintering well. Glad to have Jim McGinnis back home from a long stint overseas, classes are underway, and I pray we all have a wonderful boating season this year.

Yours in educated boating,

- Mark, *SV Weeble*
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o o o o o

Here is a little something to make you smile while we wait for spring launch. From one of my favorite little books "Sailing" by authors Henry Beard and Roy McKie.



BEAM SEA – A situation in which waves strike a boat from the side, causing it to roll unpleasantly. This is one of the four directions from which wave action tends

to produce extreme physical discomfort. The other three are *bow sea* (waves striking from in front), *following sea* (waves striking from the rear), and *quarter sea* (waves striking from any other direction).

From the (Acting) Executive Officer

By Charlie Fausold, SN-IN



In his column elsewhere in this issue of the Drum, Commander Mark recounts our

successful Change of Watch in January when we installed new leadership in the squadron. I certainly second Mark's appreciation for the great group of folks who have stepped forward to lend a hand in doing what needs to be done to help the organization achieve its ever-important mission of safe boating.

However, you may have noted that Mark failed to mention one position – that of Executive Officer. Although I continue to serve in an interim capacity, the position has not been filled for several years

due to a lack of candidates, despite the considerable efforts of the Nominating Committee. This is somewhat perplexing, since Executive Officer is probably the easiest of all the Bridge positions. It is like being Vice President of the U. S. – as long as the leader is present there isn't much to do! It is therefore a great opportunity to learn about the squadron and its various activities and programs.

This doesn't mean that the XO position is insignificant. On the contrary, traditionally it serves as a training ground for the next Commander. This is a real concern for our squadron because Commander Mark is serving an unprecedented 4th consecutive term. We have been fortunate that he has been willing to serve and done such an outstanding job, but we cannot expect him to do it indefinitely. He would not admit it, but it is simply not fair. Somebody new needs to

step up. Other positions can be left vacant for a while, or combined, but the organization cannot continue without a Commander.

Although the progression from XO to Commander is ideal, it is not cast in stone. It is quite possible that some other member of the current Bridge or Executive Committee could serve as Commander in 2019. However, that would still leave at least one vacancy. One way or another it is absolutely essential that some new folks get involved.

The Seneca Sail and Power Squadron is nationally recognized for excellence and innovation, and we have a lot of fun together. Won't you please help us continue the tradition?

- Charlie
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From the Education Officer

By Jim McGinnis, AP



The Advanced Piloting Class kicked off on 2/13/18 with six students. Advanced Piloting builds on

the course plotting and planning skills developed in Piloting by adding the skills required to address the complications of wind, current, water depth and bridge height at various tide levels. (BTW: These skills came in handy last week for me when I took a Jenneau Sun Odyssey 409 with a mast height of 60' 6"

under a fixed bridge just north of West Palm Beach marked on the ICW chart at 63'. Some on board were certain we would hit the bridge. They were looking up at the bridge and the mast separation closing at 6 knots.)

We are continuing on our plan for the year with Junior Navigation in mid - May. All the Advanced Pilots in the Squadron are eligible for JN. JN initiates the skills for celestial navigation using sun sights to calculate your location. We have several sextants available for Seneca students to use.

Once the boats are in, we will be conducting a Sail Class that will focus on the skills you need for sailing your boat to the best of its capability. This is a

great class that has on the water component on Friday Nights!

America's Boating Course will be conducted in August for sure and if we get a request, we'll initiate a class in the beginning of the boating season.

Call or email to register for any of these classes and let Tom or I know if we can provide any other seminar or Specific skill course that you would like us to offer. If you are thinking about it, most likely we will have others with the same interest.

Fair Winds,

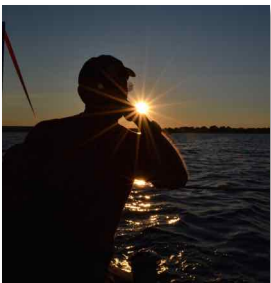
- Jim

SEO@SenecaPowerSquadron.US

From the Assistant Education Officer

By Tom Alley, SN

SV Tomfoolery



The other day I was looking into Boat Operator Certifications (BOCs) and I realized that I was not very fa-

miliar with this program. It then occurred to me that, if I wasn't familiar with it, then it was highly likely that others in our Squadron weren't familiar with it either.

I logged onto the national web site (www.usps.org) and started to look for the qualifications for the various levels of BOC. After about half an hour I was getting frustrated, but eventually I did find something. What follows is the USPS BOC program in a nutshell.

A Brief History of BOC

Operator certification got its start in 1998 when the United Nations passed

"Resolution 40" as a basis for issuing International Certificates of Competency (ICCs) for recreational boaters in Europe. Most European countries have adopted Resolution 40, but the USA has not.

The USPS BOC program is compliant with UN Resolution 40 except for the testing requirement for navigation rules for inland waters of Europe (CEVNI, or Code Europeen des Voies de Navigation Interieure). If you need this certification, an excellent resource is the Royal Yachting Association of the United Kingdom. (<http://www.rya.org.uk>)

BOC made its debut in the USPS in the late 1990's under the banner of "USPS University".

BOC Overview

There are four levels of certification under USPS BOC:

1. Inland Navigator (IN)
2. Coastal Navigator (CN)
3. Advanced Coastal Navigator (AC)
4. Offshore Navigator (ON)

These certification levels are not related to USPS grades but are meant to augment them. To earn certification under the USPS BOC, some general requirements must be met. Applicants must:

- be at least 16 years of age,
- be mentally and physically capable of handling a boat,
- have sufficient visual and auditory sensory ability.

The standard for meeting these requirements is the same as those needed for obtaining a driver's license, so if you have one of those you're all set.

BOC certification levels each have three components:

- Courses
- Seminars
- Skill demonstrations

Most of you should already be familiar with the courses and seminars offered by the USPS. If you have participated in any of the Seneca Squadron on-the-water programs, then you are also familiar with the skill demonstration requirement.

Specific Requirements

Inland Navigator

Courses:

- NASBLA-approved boating course (e.g., ABC)
- Seamanship
- Engine Maintenance
- Marine Electrical Systems

Seminars:

- How To Use A Chart
- VHF Radio & VHF/DSC Marine Radio
- Using GPS
- Onboard Weather Forecasting (if the student has not already taken the Weather course)

Skill demonstrations:

- Basic Powerboat Handling (either the USPS or US Sailing version)
- Fire Extinguisher Use

Coastal Navigator

All of the Inland Navigator requirements plus the following:

Courses:

- Piloting

- Marine Communications Systems
- Weather

Seminars:

- Tides and Currents (unless applicant has already completed AP)
- Mastering the Rules of the Road (unless the applicant already has a USCG license)
- Anchoring
- The Mariner’s Compass

Skill demonstrations

- Navigation (the ability to navigate by GPS waypoints and traditional methods in daylight)
- Pyrotechnics (use of pyrotechnic distress signals)

Advanced Coastal Navigator

All of the Coastal Navigator requirements plus the following:

Courses:

- Cruise Planning
- Marine Navigation Systems
- Advanced Piloting

Seminars:

- Emergencies on Board

- Marine Radar

Skill demonstrations:

- Advanced Cruising Skill

Offshore Navigator

All of the Advanced Coastal Navigator requirements plus the following:

Courses:

- Junior Navigation
- Navigation

Seminars: TBD

Skill demonstrations: TBD

Summary

As you can see, there is quite a bit to the BOC Program. The good news is that it is also broken up into manageable pieces. If you’re interested in pursuing this, please let me know and I’ll get things organized for you.

- Tom

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Long-Term Class Schedule

Seneca Education Department

Courses	2018	2019	2020	2021	2022	2023
Public	ABC	ABC	ABC	ABC	ABC	ABC
Basic	Sail	Seamanship	Sail	Seamanship	Sail	Seamanship
Advanced Level	Advanced Piloting	Piloting	Advanced Piloting	Piloting	Advanced Piloting	Piloting
Senior Level	Junior Navigation		Navigation		Junior Navigation	
Electives	Engine Maint.	Cruise Planning	Marine Electronics	Electronic Navigation	Instructor Training	Marine Comm.
Seminars	Anchoring	GPS Nav	Power Boating	Paddle Smart	Trailer and Docking	Partner in Cmd.
Self Study	Any Class	Any Class	Any Class	Any Class	Any Class	Any Class

From the Public Relations Officer

By Howard Cabezas, P

Hello my Sailor Friends!

As we get closer to boating season, I reflect on two stories in the news that happened last fall and this winter. The first one was a story of two ladies and their dogs that got lost in the middle of the Pacific Ocean. Their mast had broken, and their technology supposedly failed. The second story is of a young couple that sold everything they owned to purchase a sailboat in hopes of sailing around the Caribbean. On the second day the boat sank. And they were in it.

Stories like these can be our great teachers. Mistakes and accidents can and do happen. As much as we think we know there is so much more to learn, share and experience. We love to be out on the lake and we want to have a safe and enjoyable sail by ourselves or with friends and family. That's where the Power Squadron courses comes in to play. Easy, efficient, effective and fun, the Power Squadron offers valuable classes, from experienced sailors, in a relaxed and encouraging environment. Pursuing education and opportunities that best educates ourselves and the

community makes good sense collectively. We owe it to ourselves and to each other, to be the best people and sailors that we can be.

Let's reach out to other boaters and invite them to check out what the squadron has to offer them through our education programs.

Happy Sails!

- Howard

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USPS News: Local, District, National & More

Upcoming Classes

Seneca Education Dept.

Looking to update or upgrade your USPS education? The Seneca Squadron will be offering several classes this year and is happy to welcome any D/6 member.

Advanced Piloting. We started this class in mid-February after sending e-mails to all eligible squadron members. If you have completed Piloting and did not receive this e-mail, please contact any member of the Bridge so we can update your contact information.

Junior Navigation. Once you achieve your AP grade, JN is the next step. The biggest problem with this class is that it's usually done in the winter, and then students get bogged down trying to complete their sight folders in miserable weather. This class will begin with everyone meeting to collect sun sights on Saturday morning, June 23rd at the Watkins Glen Village Marina. Additional sight-taking sessions will be scheduled at regular intervals throughout the summer until everyone has enough sights to complete their folder. Classes will begin in the September timeframe and will meet

weekly until all material has been covered and the final exam can be scheduled. (An N class, using a similar format, is planned for the summer/fall of 2019!) Lead instructors will be Tom Alley and Jim Morris.

Sail. The way it should be taught! This 10-session class consists of four classroom and four on-the-water sessions followed by a review session and the final exam. Classroom sessions will be held on Tuesday evenings beginning May 8th from 7-9 p.m. in the Watkins Glen Public Library conference room. On the water sessions will be on Friday evenings beginning May 25th, also from 7-9 p.m., at the Watkins Glen Village Marina.

ABC. Seneca's youth-focused ABC class will be held from 7-9 p.m. on Thursday evenings, August 9th and 16th at the Watkins Glen Yacht Club. An optional on-the-water component will be offered on Saturday morning, August 18th, at the Watkins Glen Village Marina. A pizza lunch followed by the final exam will be at the Watkins Glen Yacht Club beginning at noon on the same day (8/18).

If you are interested in getting more details about any of these courses, or better yet, to sign up, please contact either of the following individuals:

SEO Jim McGinnis, Seneca Squadron

seo@SenecaPowerSquadron.US

ADEO Tom Alley

aseo@SenecaPowerSquadron.US

or

adeo@uspsd6.org

Want To Go Cruising?

By Tom Alley, Asst. Education Officer

Have you been harboring dreams of going off on more than just an afternoon's sail, but don't know where to start? Here's your chance!

The easiest, and safest, way to learn how to go cruising is to go with people who have done it before. This year, our local squadron has a fleet of at least three boats that will be leaving Watkins Glen in late July to attend the District Rendezvous in Clayton, NY on August 1st-3rd.

If you are interested in participating and would like more information on what is involved, please contact Tom Alley:

aseo@SenecaPowerSquadron.US

The beauty of this trip is that you don't need to go all the way to Clay-ton and back. If you just want to go to Geneva for the weekend, or maybe through the canals to Cayuga Lake before heading back, that's fine.

Karen Larson, one of the creators of Good Old Boat Magazine, said it best: "The point of going is to be gone!" So what are you waiting for? Let's go cruising!

NY Canal Fees Waived in 2018

NY Canal Corporation

Notice to Mariners – Permits for the 2018 Navigation Season

January 31, 2018 – Mariners are advised that fees for pleasure vessels have been waived for the 2018 Navigation Season.

Commercial vessels may get permit applications, fee schedules, and instructions at

<http://www.canals.ny.gov/business/shipping.html>

For updates and information, please visit Canals.NY.gov or follow us on [Facebook](#) or [Twitter](#)

NY Canal 2018 Hours of Operation

NY Canal Corporation

Notice to Mariners – Dates & Hours of Operation – 2018 Navigation Season

January 31, 2018 – Mariners are advised that, conditions permitting, the Eastern Erie Canal (Locks E-2 Waterford through E-23 Brewerton) will be opened on **Tuesday May 15th** at 10:00 a.m.

The rest of the New York State Canal System (Champlain Canal, Western Erie Canal, Oswego Canal, and Cayuga-Seneca Canal) will be opened on **Friday, May 18th** at 7:00 a.m. – *conditions permitting.*

The entire New York State Canal System will close for the season on **Wednesday, October 10th** at 5 p.m.

The standard hours of operation for the 2018 season are **7 a.m. to 5 p.m.** with the following locks and lift bridges having extended hours until **10 p.m.** from **May 18th to September 12th**:

- Lock C-1, Halfmoon
- Lock E-7, Niskayuna
- Lock E-23, Brewerton
- Lock O-1, Phoenix
- Lock O-2, Fulton
- Lock O-3, Fulton
- Lock E-24, Baldwinsville
- Main Street Lift Bridge, Fairport
- Lock E-32, Pittsford
- Lock E-33, Henrietta
- Spencerport Lift Bridge
- Adams Basin Lift Bridge
- Park Avenue Lift Bridge, Brockport
- Main Street Lift Bridge, Brockport
- Holley Lift Bridge
- Hulberton Lift Bridge
- Ingersoll Street Lift Bridge, Albion
- Main Street Lift Bridge, Albion
- Eagle Harbor Lift Bridge
- Knowlesville Lift Bridge
- Medina Lift Bridge
- Middleport Lift Bridge
- Gasport Lift Bridge
- Exchange Street Lift Bridge, Lockport
- Lock E-34/35, Lockport
- Lock CS-1, Cayuga
- Lock CS-2/3, Seneca Falls
- Lock CS-4, Waterloo

In addition to the structures listed above, Locks E-2 through E-6 and Guard Gate #2 in the Waterford Flight will operate on demand from **7:00 a.m. to 10:00 p.m.** from **Thursday through Monday** from **May 18th to September 12th**. During the same period, the hours of operation for the Waterford Flight will be **7:00 am to 6:00 p.m. on Tuesdays and Wednesdays**. Due to roving operations, some delays may be experienced during certain periods in the Waterford Flight.

Vessels are required to arrive at a lock at least 15 minutes prior to closing to ensure being locked through, and at a lift bridge at least 5 minutes prior to ensure an opening.

For updates and information, please visit Canals.NY.gov or follow us on [Facebook](#) or [Twitter](#)

Welcome New Seneca Squadron Member: Anthony Validzic



Anthony Validzic was born and raised in Long Island, NY. He graduated from Boston College with honors and worked for SKANKSA USA as a Field Engineer / Superintendent for three heavy-civil construction projects at Fordham, NY, Washington, DC and Boston, MA. Anthony moved to Geneva, NY when his wife obtained a faculty position at Hobart and William Smith Colleges. He is currently employed by the Town of Milo and wears many hats such as, but not limited to, the Town's Code Enforcement Officer and Floodplain Manager.

Anthony loves carpentry, spending time with his family and his work with the USCG Auxiliary – Canandaigua, NY. His 2018 goals are to properly raise his children with the help of his wife (who really does most of the work), to obtain his Boat Crew and AUXBUILD qualifications from the USCG Auxiliary, and to finish work projects to his home (which appears to be never-ending).

While currently boatless, Anthony is looking forward to finding the perfect vessel to help him with his role in the USCGAUX. Welcome aboard, Anthony!

Lake Monitoring Data Added to Web

NY DEC

The Division of Water has posted to DEC's website the 2016 reports for lakes sampled through the New York Citizens Statewide Lake Assessment Program (CSLAP), the volunteer lake monitoring program conducted by

DEC and the New York Federation of Lake Associations. CSLAP provides data and information to lake residents, local communities, lake managers, and public agencies working together to understand and improve lake conditions. Trained CSLAP samplers have been instrumental in documenting harmful algal blooms, invasive species, and other environmental threats. These lake reports can be found on DEC's [Water Reports by Counties](#)

[webpage](#). More than 150 lakes across New York State were sampled through CSLAP in 2017, and summary reports for these lakes will be written before the start of the summer recreational season.

o o o o o

Keeping Your Fuel Dry

By Tom Alley, SN

Last fall when I was laying up *Tomfoolery*, our Alberg 35 sloop, I decided to drain out any water that had accumulated in the filter/separator. I didn't expect much as I couldn't see a meniscus in the sight bowl. Much to my surprise, the separator was more than half full of water! (Well above the level of the sight bowl!) Where was it coming from?

There are only four penetrations into *Tomfoolery's* fuel tank. Two of them are for the hoses that supply fuel to the engine and allow surplus fuel to return. The other two are the fill pipe and the vent line. The first three penetrations are normally sealed at all times and should be both liquid- and vapor-tight. The vent line, however, is open to the air to allow the tank to breathe. Since my boat tends to sweat a lot during the spring and fall when temperatures fluctuate more, I decided to attack this potential vector for water intrusion first.

I recalled reading an article on how to build a vent line dryer in *Good Old Boat* magazine a few years ago. A search online at the publisher's web site identified the issue with the article (Nov/Dec 2013) and a short time later I had fetched the issue and had the article open on my desk. Yes, compared to other projects of mine that you've read about, this would be relatively simple!

The concept is straightforward: Insert a container in the vent line containing

silica gel to absorb water from the air entering the fuel tank.

Construction

Thanks to the Internet and Amazon, procuring the more specialized parts was relatively simple. Once the pieces were on hand, it was just a couple of hours with some common woodworking tools to create the end product.

The main body of the filter consists of a 2-inch diameter acrylic tube. I decided to "fold" the design presented in the magazine so that I would have more options of where to mount it, so I cut the tube into two 11¾-inch-long pieces using a table saw. Plastic can be "interesting" to cut, and acrylic is prone to chipping, so go slowly. Then take your time with a scraper to deburr the ends when you are finished.

Acrylic also scratches easily, so I kept the plastic wrap around it while I was working with it to minimize any scrapes it might pick up while being dragged across work benches, table saw and drill press.

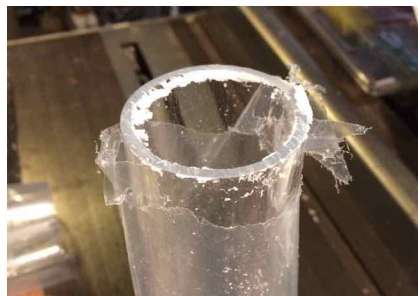


Photo 2: Acrylic tube immediately after cutting showing the burs left behind.

SV Tomfoolery



Photo 3: Acrylic tubing after being deburred.

The end caps consisted of Schedule 40 PVC reducers that were sized to fit the inside diameter of the acrylic tube and had a ¾-inch female pipe thread in the center. Since schedule 40 pipe has a slightly different inside diameter than the acrylic tubing, I had to rely on a friend with a lathe to turn down these fittings so that they would have a snug fit. (Since building these, I learned I could obtain clear PVC pipe that might have eliminated this step.)

The acrylic tubes were drilled so that a pair of screws would hold in each end cap.



Photo 4: Drilling and countersinking holes for screws to hold in the end caps.



Photo 5: The jig used to ensure holes in the tubing were centered.



Photo 6: Driving in brass screws to hold the end caps in place.

A couple of sink drain strainers were trimmed to fit inside of the end caps to prevent the silica gel from escaping. Any sort of screen will work. I used plastic ones because they were available, but a nice stainless-steel screen would probably be better. The key is to select a screen with holes small enough to retain the silica beads while minimizing impedance to air flow.



Photo 7: One end cap with a sink drain strainer that will be used to keep the silica gel beads contained.



Photo 8: Sink drain strainer after it has been trimmed with a utility knife to fit in the end cap.



Photo 9: Trimming the center post off the strainer so it won't block the vent line.



Photo 10: The strainer is simply friction-fit into the end cap. Silica gel beads will hold it in place.



Photo 11: Drain screen installed in the end cap.

Each end cap was then fitted with a nylon adapter to go from the 3/4-inch pipe thread to a 5/8-inch hose barb (the typical size for vent lines).



Photo 12: Parts making each end cap prior to being assembled.



Photo 13: Assembled end cap.

Now I needed a backing plate to which I could mount the tubes. A trip to Walmart procured a low-cost, plastic cutting board which was trimmed to fit the size of a pair of the finished tubes, again using a table saw. As with the acrylic tubes, the cutting operation resulted in a lot of “burrs” that stuck to the plastic while it was being cut, resulting in frequent stops so the burrs could be cleaned off.

The tubes need to be removable so that the silica gel can be recharged or replaced as needed, so I had to find some hardware to allow this operation to be easily performed. This proved to be the hardest thing to find for this project! Eventually, I found some plastic clips made by Beckson that were the perfect solution, and these were special-ordered through Defender.

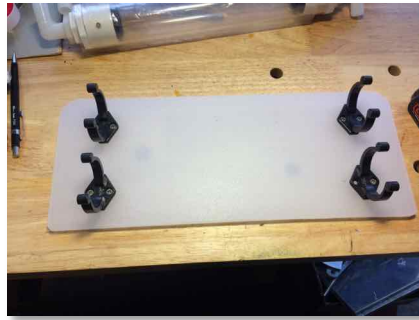


Photo 14: Beckson clips are mounted to a plastic cutting board that will hold the desiccant-filled tubes in place.

Once everything was put together and the silica gel beads were poured into the tubes, the final product looked like this. (The plastic around the tubes is meant to protect the acrylic from scratches until it gets installed in the boat.)



Photo 15: Finished assembly of the vent line dryer.

Installation

Installation is relatively simple: Find a location along the route of your fuel tank vent line where this assembly can be mounted and then mount it there. The vent line is then cut and the dryer is inserted in series with the vent line.

Choice of the mounting location needs to be such that it is high enough above the fuel tank so that fuel cannot enter the dryer, or the silica gel will be ruined and will need to be replaced.

Care & Feeding

As this particular brand of silica gel absorbs water, it turns from a deep blue to a light pink. When this occurs, the acrylic tube can be removed from its clips and the silica poured into a baking pan and placed into an oven at 200-250°F for an hour or two to drive off the moisture it has absorbed. Alternatively, it can also be microwaved for 10 minutes on a DEFROST setting. After cooling down, the beads can be poured back into the tubes and used until they turn pink again.

- Tom

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Sources & Suppliers

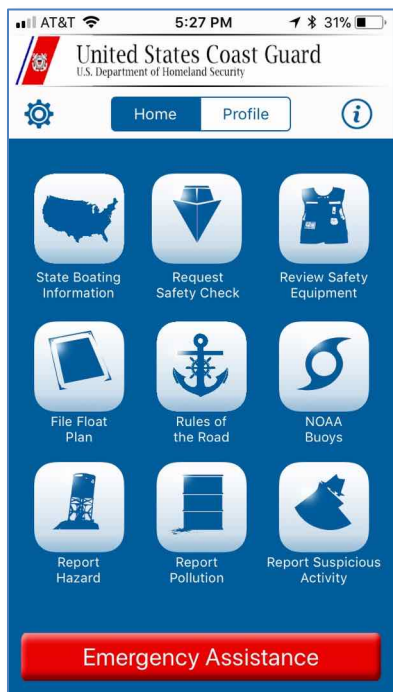
- Acrylic Tubing – Plastic Craft Products (<https://tinyurl.com/yd2by9kv>)
- PVC Fittings – Lowes (<http://lowes.com>)
- Hose Barbs – Dixon Valve & Coupling (<https://tinyurl.com/y6wl8fu7>)
- Silica Gel Beads – Dry&Dry (<https://tinyurl.com/y96soe5y>)

A Couple of My Favorite Apps

By Mark Erway, AP

SV Weeble

One thing I like by smartphones are the unbelievable free apps available. As it pertains to boating here are a couple that are interesting.



This U.S. Coast Guard app is handy for a number of reasons:

1. State Boating Information
2. Request a Safety Check
3. Review Safety Equipment
4. File a Float Plan
5. Rules of the Road
6. NOAA Buoys
7. Report a Hazard
8. Report Pollution
9. Report Suspicious Activity
10. AND, REQUEST EMERGENCY ASSISTANCE button

Not that you'll use this on a daily basis, but anyone who boats could benefit, on a lot of different levels, by having this on their phone. The app covers personal safety through community service and could be a conversation starter with one of your dock-mates this year.

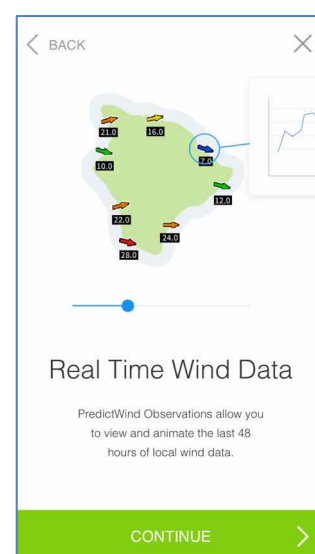
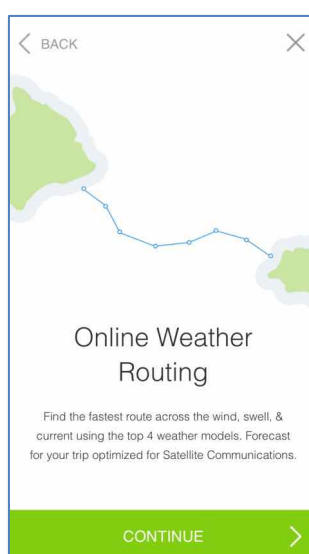
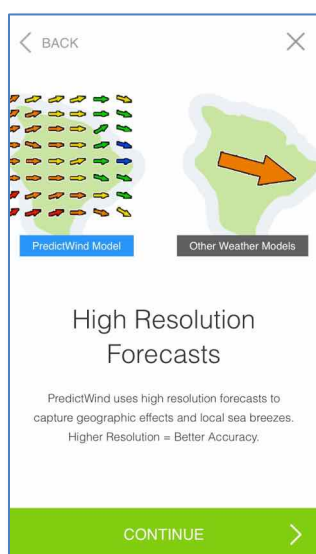
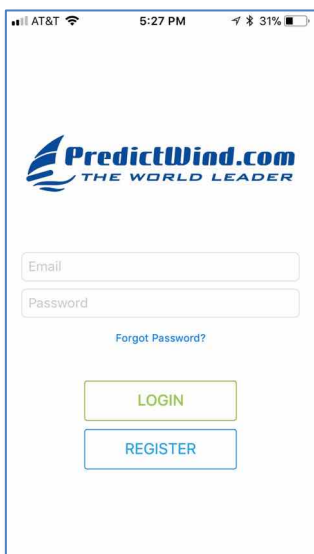
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As a sailor I am always interested in the wind, and PREDICTWIND is a very user-friendly app and it has always proven to be very accurate. You

can load it on your computer/laptop or on your phone. It allows you to see predictions in a variety of modes: graphs and tables that show average winds as well as expected gusts. There are also 7-day forecast animated maps that show direction and force changes. There is a paid version that some of these extra windows, like the online weather routing.

- Mark

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Seneca Scrapbook

Photos by Mark Erway, AP

In case you didn't make it to the Change of Watch in January, here are a few snapshots of the event.



Photo 16: ASEO Tom Alley gives an update of Education Department plans for the coming year.



Photo 17: Attendees enjoyed a scrumptious brunch from the Holiday Inn prior to the formal presentation and annual meeting.



Photo 18: District 6 representative, DXO Nancy Bieber, addresses Seneca Squadron

SV Weeble

members on behalf of D/6 Commander Jeff Freedman.



Photo 19: Squadron Bridge officers are sworn in by DXO Nancy Bieber.



Photo 20: Seneca Squadron Executive Committee members are sworn in by DXO Nancy Bieber.

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The Last Word

By Tom Alley, SN



By the time you read this, *Tomfoolery's* countdown to launch will have crossed under the T-minus 80-day mark. Officially, spring will begin in about three

weeks and Watkins Glen Marina tenants can (theoretically) schedule their launch dates in about 46 days. While I make a conscious effort to never wish away time (we only get a finite amount of it, after all), it's difficult not to be eager to get back into the water.

The hardest part of waiting to get launched are the weeks (or months) when it is simply too cold to get anything of consequence done. If the snow is too deep, forget even getting

to the boat. Boat work can be difficult enough even when you're not wearing thick winter gloves; forget about doing precision work if you are. Modern glues, sealants and paints, while wonderful applications of chemistry, get downright uncooperative below temperatures around 55°F.

The decision turns into a no-brainer when the temperature is such that the beer will freeze. So, we wait. And then we wait some more.

Once the ice thaws, then we deal with mud and tracking it all through the boat as we commute between our "job site" and "mobile tool shed". This, too, is a disincentive to get much done.

One nice benefit of being in the Power Squadron is that you can use the "off season" to study subjects that interest you. Perhaps this is a formal class being offered by the Squadron or maybe

SV Tomfoolery

it's a topic that you're tackling as a self-study project. Either way, it's a great way to be thinking about boating when we otherwise can't.

There's also the option of teaching a course. We've had a couple of squadron members volunteer to do this over the winter. If you want to learn something new about a subject you're already familiar with, I guarantee you that you can do so by teaching the topic to someone else.

- Your Editor, Tom

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As always, send your thoughts about this newsletter to:

editor@SenecaPowerSquadron.US

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Calendar of Events

March 2018

- 01 Seneca *Drum* March issue publication date.
- 07 D/6 Spring Conference registration materials to be published (D/6)
- 13 Bridge Meeting (1900)

April 2018

- 10 Bridge Meeting (1900)
- 13-15 D/6 Spring Conference & Change of Watch, *Rochester, NY* (D/6)
- 16 Deadline for *The Deep 6* articles (D/6)
- 20 Deadline for *Drum* Articles

May 2018

- 01 Seneca *Drum* May issue publication date.
- 01 *The Deep 6* spring issue publication date. (D/6)
- 08 Bridge Meeting (1900)
- 08 Sail course begins (1900), *location TBA*
- 18 NYS Canals open for the season (0700)
- 19-25 Safe Boating Week (National)
- 25 Sail OTW training begins (1900), *Watkins Glen Village Marina*
- 26 Junior Sailing Dockside Orientation (1030), *Watkins Glen Village Marina*

June 2018

- 12 Bridge Meeting (1900)
- 15-16 Waterfront Celebration & Cardboard Boat Race, *Watkins Glen, NY*.
- 23 Junior Navigation class begins (1000), *Watkins Glen Village Marina*
- 25 Deadline for *Drum* Articles

July 2018

- 01 Seneca *Drum* July issue publication date.
- 10 Bridge Meeting (1900).
- 21 Deadline for *The Deep 6* articles. (D/6)
- 28 Departure of the fleet for Lake Ontario and D/6 Rendezvous

August 2018

- 01-03 D/6 2018 Rendezvous. *Clayton Yacht Club, Clayton, NY*. (D/6)
- 07 *The Deep 6* summer issue publication date. (D/6)
- 09 America's Boating Course Session #1 (1900), *Watkins Glen Yacht Club*
- 11 Return of the fleet from Lake Ontario and the D/6 Rendezvous
- 12-19 USPS Governing Board Meeting, *Minneapolis, MN* (National)
- 14 Bridge Meeting (1900)

- 16 ABC Session #2 (1900), *Watkins Glen Yacht Club*
- 18 ABC OTW session (1000), *Watkins Glen Village Marina*
- 18 ABC final exam (1300), *Watkins Glen Yacht Club*
- 23 Deadline for *Drum* Articles

September 2018

- 01 Seneca *Drum* September issue publication date.
- 05 Junior Navigation classroom sessions begin (1900), *location TBA*
- 11 Bridge Meeting (1900)

October 2018

- 09 Bridge Meeting (1900)
- 10 NYS Canals close for the season (1700)
- 21 Deadline for *The Deep 6* articles (D/6)
- 25 Deadline for *Drum* articles

November 2018

- 02-04 District 6 Fall Council & Conference (D/6)
- 07 Seneca *Drum* November issue publication date (delayed to cover Conference activities)
- 07 *The Deep 6* fall issue publication date. (Delayed 1 week to cover Conference activities.) (D/6)
- 13 Bridge Meeting (1900)

December 2018

- 17 Deadline for *Drum* Articles

January 2019

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

February 2019

- 01 *The Deep 6* winter issue publication date. (D/6)
- 12 Bridge Meeting (1900)
- TBA USPS Annual Meeting (National)
- 22 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.