

AMERICA'S BOATING CLUB

For Boaters, By Boaters®



THE DRUM

A Publication of the Finger Lakes Chapter

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Report any errors or omissions to:
editor@abc-flx.org

From The Commander

By Phil Cherry, S

SV Harmony

View from the Bridge

I joined the Seneca Sail and Power Squadron, as it was called back then, for its educational offerings. I had sailed since childhood, but would not consider myself at all adept at boat operations or seamanship. So, I was looking for coursework that would help me fill in the blanks. I've taken what seems like dozens of courses over the past five years and I'm a safer, smarter boater as a result. It never fails to amaze me how good our courses are and the quality of our instructors and the amount of knowledge that's out there. So, thanks ABC-FLX!

Right now, I'm taking the *Engine Maintenance* class. It's a relatively small class and will last for a total of eight weeks. The class is taught weekly and is available in person as well virtually through Zoom conference software. The results so far are excellent. I've been around cars since I started driving and as a poor college student, I did a lot of work on my



own cars in those early years. Oil changes, brakes, plugs, points and rotors and an occasional timing adjustment kept me running for the most part. I had a basic knowledge of how to do those things, but little understanding of how it all works. Our *Engine Maintenance* class has finally put it all together for me. The course is about half over as I write this, but I've already learned more about gasoline and diesel engines than I'll probably ever need, but it's nice to have the knowledge now. It's been eye-opening experience for me to take this course. I only wish that more people would avail themselves of this and the other great courses that we offer here through our Finger Lakes Chapter of the ABC (ABC-FLX).

An unanticipated benefit of joining the ABC-FLX has been the acquaintances and friendships that have developed along the way. It's so nice to see everyone out at the marina at the height of the summer season. We wait all year long for those warm lake waters and gentle breezes and the comradery of club membership makes it all the better.

I also want to take this opportunity to thank Jim McGinnis, our Education Officer, for all of his work in course management and development and especially for his work in putting together our recent rendezvous up at Samson State Park in late July. The turnout of members was wonderful, and the weather and location added to the weekend's success, not to mention the awesome boater education opportunities that came with the long weekend. The food and music on Saturday evening was a great compliment to the educational and social

aspects of the weekend and a lovely evening was experienced by all. I'd like to think we'll see everyone again there next year.

As for upcoming events, we have our educational offerings listed elsewhere in this newsletter and we'll be having another social event soon. One other upcoming event that is just now being arranged is a special presentation by Art Cohn on his maritime historical discoveries here in Seneca lake. We will be co-sponsoring this event with a host of local organizations including the Chamber of Commerce, the Historical Society and others in bringing this special event to the community in late September (September 27th is looking like the date). Keep an eye out in your inbox for news of this special event.

See you on the Water!

- Phil, SV Harmony
co@abc-flx.org

The Drum

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From the Administrative Officer

By Maggie Martin

Navigate by the Stars



Here we are at the end of August planning a unique opportunity for our Fall get to-

gether. At the last executive committee meeting, it was decided to look into offering our group an outing on a *True Love* sunset cruise with Tom Alley presenting a 'navigation by the stars' evening. To make this happen, we need to have a commitment from 15 -20 members that they are going to attend. Details are at the end of this article.

Our meeting in July would be hard to beat - a lovely evening at Hazlitt 1852 Vineyards Oasis lounge with guest speaker and host Doug Hazlitt. He talked about his experiences buying and restoring historic antique schooners. The most recent, *Palawan*, either is, or soon will be, on its way to Maine with Doug onboard. It was a thoroughly enjoyable evening, interrupted by the news that one of Hazlitt's wines, a sherry, had won the prestigious Governor's Cup Award! Doug

treated us all to a celebratory glass of his bubbly - delightful! For the get together in September, we have arranged with Captain Terry Stewart for an evening 'sunset' cruise aboard the *True Love*. He has offered special pricing of \$50 per person (Normally \$79). Tom Alley will be describing (and demonstrating) navigation by the stars during the sail. We set sail at 5:30 from the schooner dock on Monday, September 12th, weather permitting. Refreshments can be purchased. We have a minimum of 15 needed for the event to take place. You do not want to miss the boat! Please indicate your interest as soon as you can by email to ao@abc-flx.org. We will send an announcement that there is sufficient interest, and then checks can be mailed to P. O. Box 206, Hector NY, 14841.

SV Wined 'n' Down

Scenes from Sampson

A few shots from our Sampson outing are below. Cheerio!

- Maggie

ao@abc-flx.org



Photo 2: A group of boaters attend a session on self-inflating PFDs led by Jim McGinnis and hosted by Marge and Don Kloeber at Sampson Marina.



Photo 1: A group heads out for inland navigator boat operator certification. Pictured: John Chesebrough, Charlie Fausold, Jim Morris, and Jim McGinnis.

From the Education Director

By Jim McGinnis, SN-IN

SV Brewster

Education News



Ahoy Sailors – It's been a great summer thus far – I finally got a rainy day

to make some notes for the *Drum*. We have been busy with several classes and completed the Boat Operator Certification Event Weekend at Sampson. We also have a few races left with FLYC and the Barge Race the weekend of Sept 9th, 10th, and 11th at the Seneca Lake Yacht Club in Geneva, NY. Sailboat racing will sharpen your skills with your own boat or as crew on one of several boats participating.

Sampson Boater Weekend

We had nine boats come up for the weekend – the most ever and we had over 20 people in on the training. Two members, Jim Morris and John Chesbrough, certified as Inland Navigator. Topping it all off we had great bands on Friday and Saturday Night with sunsets as the backdrop.

Classes

Engine Maintenance – We have six students taking the course and have had great participation. These students are learning the essential elements of maintaining and operating inboards, outboard and diesels.

America's Boating Course – We have 9 students taking the NYS required Boater Safety Class at the Watkins Glen Yacht Club – Hosted by Merrill and Carrie Sproul. Thanks you two! Instructors are Andrew Price, Kris West, Katie Alley, Phil Cherry, me and Charlie Fausold. So super support for this class.

Seminars

We complete the Mariner's Compass course with a detailed review of the inner workings and compensation of a magnetic compass.

Boat Operator Certification

Charlie Fausold and I completed the Coastal Navigator hands-on certification. We were required to program 6 waypoints into a chart plotter. After navigating electronically, we had to show we could switch to paper charts and handheld compass to simulate an GPS failure.



Photo 3: To weather on the way to Sampson.



Photo 4: Tom Alley with Flare Student.



Photo 5: Don Kloeber with a Fire Extinguisher student.

Jim Morris and John Chesbrough completed the Inland Navigator certification and were required to demonstrate the Boat Handling tasks of operating a power boat, anchoring, mooring and docking.

As always, this USPS National Boat Safety organization is really all about you, our members. We want to support you in any way we can to become skilled, capable, and confident on the water. Please take a careful look at the long-term class list later in this newsletter. Our class schedules are now set up by skill level targeted by the individual member. From our Americas' Boating Club basic boating safety education course (now required in New

York State to operate a powerboat) to Celestial Navigation we have the materials, skills and instructors required to teach every class imaginable.

Let us know how we can serve you better. Call, write or stop by for refreshments at *S/V Brewster*, Slip 219 on Dock 2 in the Watkins Glen Marina.

- Jim

seo@abc-flx.org



Photo 6: Tom Keebler trying out a smoke distress signal.

From the Other Assistant Education Officer

By Katie Alley, S

SV Tomfoolery

Summer Underway



This summer has been a hot and dry one with lots of beautiful boating days! On almost every single cruise

I work aboard *True Love*, I hear from a passenger, “You are so lucky to have this job and to be out here on the water!”

One of this summer’s highlights included our weekend trip to Sampson State Park. The marina and campgrounds are a wonderful place to stay with excellent accommodations and plenty of entertainment. On Friday evening, chapter members were able to

gather on shore and enjoy drinks, ice cream, and live music!

On Saturday, many fun and educational opportunities were offered with the perfect summer weather that allowed for them. The most valuable experience for me was being able to use a fire extinguisher and flares for the first time. Sure, we have all read about how to use a fire extinguisher – the whole P.A.S.S. procedure. But it is a completely different experience to do it tactically. In the event of an emergency, one in which flames may be engulfing my boat, I do not want to be trying to figure out where the pin is to pull or how to squeeze the handle on my extinguisher. I now know I can use the fire extinguisher under controlled conditions, and I feel more confident I could do it in an emergency!

Flares are a similar thing – I have read about them but did not know what to physically expect. The flare gun was very loud! The handheld flare was very hot and had to be held a certain way to protect the user’s hand. I also now know what a flare looks like in-person in case I ever see another boat signaling for help. The group was also able to learn why safety equipment has expiration dates – extinguishers and flares just a short time past their expiration date did not function properly! I certainly wouldn’t want to be relying on those in a distress situation.

On Saturday evening, boaters came together to share dinner and listen to live music right on the pier! We also had a beautiful sunset as a backdrop. The crews of *Tomfoolery* and *Seek Ye 1st* came together to use one of the park’s fire pits after dark. One old flare



Photo 7: Mike Crouse and SAO Maggie Martin enjoy a daysail aboard *Seek Ye 1st* at Sampson Park.



Photo 8: SEO Jim McGinnis gets some hands-on experience with a smoke distress signal.



Photo 9: Tom Alley gets “reeled in” during rope-throwing exercises.



Photo 11: Live Saturday-evening entertainment at Sampson featuring Phil Smock's band, Take Three Quartet.



Photo 12: Another perfect Seneca sunset!

served a purpose of starting a bonfire hot enough to cook my s'more!



Photo 13: S'more-cooking fire lighting using an expired flare.

I also recently had the pleasure of teaching part of *America's Boating Course* to a group of nine students. There is a lot of

information packed into that class but all of it is useful and knowledge I refer to frequently. Students were able to learn the basics, ask questions, practice knots, and recall the aids to navigation and rules of the road, as well as apply their new knowledge to an on-the-water experience aboard a 17-foot powerboat. With Brianna's Law coming in effect more so, I fully expect another full class in the spring!

The season certainly isn't over yet. As I'm writing this article, it is nearly 90 degrees outside, and the water temperature is around 75 degrees. Make sure to enjoy some time on the lake and I encourage you to challenge yourself

to try something new on your boat! This year, I kayaked all the way from the Village Marina to Hector Falls and back. It was awesome and the views were unbeatable. Your challenge can be something as simple as sailing a little further or crewing on a different boat. Either way, just get out there!

- Katie

aseo2@abc-flx.org

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Membership Thoughts

By Mark Erway, AP

Membership Matters



Hello,
All.

It's been quite an adventure coming through two years of pandemic headwinds, but we have

made it through, and are still thriving. We give thanks and congratulate those who have joined during that time.

The number of activities and educational opportunities presented by our Finger Lakes Chapter is very impressive. Better yet are three aspects of that. The first is, that being a member you see the

newsletters and calendars so that you can plan well ahead of time. Secondly, being a member gives you the opportunity to take those courses at a special cost that members pay. The third aspect, and a very important one, is meeting with your instructors and with others who have similar interests, and the conversations and connections that come from those encounters are priceless. **Membership has great value!**

Our current status shows that we have 67 active members on the roles, plus an additional 12 people who have let their membership lapse. A bit of advice that I've learned the hard way is to respond immediately to the "renewal email" that you get, or to the "renewal letter" that you receive via snail mail. If you put it off, and if you're like me, you'll forget it. It

is possible to restore your membership after it lapses, but that requires a few extra steps. When that happens, you may end up with a new membership number, and it is possible to lose your historical information, especially as regards merit marks or even courses taken. It takes another person or two to search for your educational records in order to reconnect that information. So, please, renew when you get the renewal reminders. That'll make me a happy sailor.

We're winding down the year's activities, so take advantage of the warm weather. Let's make Seneca proud of the sailing and motoring fleet we have there.

Regards,

- Mark

membership@abc-flx.org

Water Lines

By Glenda Gephart

Public Relations Officer

Surveying Seneca Lake History



When you're enjoying a beautiful afternoon on Seneca Lake, do you ever wonder ... what lies beneath? Not about the fishes,

but about the evidence of people and vessels traveling the waters over the centuries. Seneca's *human* history.

Nautical archaeologist Art Cohn will satisfy some of our curiosity at illustrated talks in Hammondsport and Watkins Glen in late September. The Finger Lakes Chapter of America's Boating Club joins the Finger Lakes Boating Museum as sponsors of the talks.

Cohn, an affiliated scholar of the Institute of Nautical Archaeology at Texas A&M University, is the principal investigator of the Seneca Lake Survey Project, which launched in 2018. He and his crew continued their work on the lake this summer.

"The Legacy of the Erie Canal: A New Survey of Seneca Lake Reveals its Geological History and a Treasure Trove of Canal-era Shipwrecks" will be presented on Tuesday, September 27th, at 6:30 p.m. at the Watkins Glen Elementary School auditorium, 612 S. Decatur Street. Cohn will present

the same talk on Thursday, September 29th, at 7 p.m. at the Boating Museum, 8231 Pleasant Valley Road, in Hammondsport.

Both talks are free and open to all. The talks also are sponsored by the Schuyler County Historical Society, Watkins Glen Area Chamber of Commerce, and the Watkins Glen Yacht Club.

The Yacht Club was home-base for the 48-foot research vessel David Folger when Cohn and his crew worked at the south end of the lake. They also worked out of Sampson State Park.

Cohn has for 40 years located, documented, and advocated for the public value of submerged cultural resources (a.k.a. "shipwrecks"). Many of us heard Cohn speak about his Seneca Lake studies at talks in 2019 and 2021.

In his September updates, he will report on the Survey Project's most recent research findings. He also will give an overview of Seneca Lake and its significant role in commercial and passenger transportation in the 1800s.

The Erie Canal, New York State's famous inland navigation highway, officially opened to vessel traffic in the fall of 1825. During each navigation season, thousands of canal boats traveled the new canal and its feeder canals.

"The new, highly engineered navigation corridor created an all-



Photo 14: R/V David Folger at Sampson Marina this past June.

water network that connected New York City to Buffalo and the Great Lakes. From the moment it opened, the Erie Canal was successful beyond all its proponents' expectations, and for the next 100 years the canal system prospered," Cohn says.

"What is little remembered is that by the mid-19th century, Seneca Lake had become a significant link in the inland transportation system and a connection hub to three early canals. The Seneca Lake underwater survey was initiated to determine what of that historic legacy might still be contained beneath the surface," Cohn says.

The Seneca Lake Survey Project is a collaboration of the Finger Lakes Boating Museum, the New York State Museum, the New York State Canal Corporation and the New York State Power Authority, the state Department of Environmental Conservation, the state Office of Parks, Recreation and Historic Preservation, the Institute of Nautical Archaeology at

Texas A&M University, Casella Waste Management Systems, the Canal Society of New York State, the Erie Canal Heritage Fund, the Romulus Historical Society, Seneca Lake Resorts at Sampson State Park, Stivers Marina, the Tripp Foundation and Ted Marks,

the Schuyler County Partnership for Economic Development and the Watkins Glen Yacht Club.

For more information, contact the Finger Lakes Boating Museum at (607) 569-2222 or the Schuyler

County Historical Society at (607) 535-9741.

- Glenda
pro@abc-flx.org

Upcoming Classes & Seminars

Boat Operator Certification

Three seminars are required for the Boat Operator Certification – Coastal Navigation. They are about 2½ hours each. Two seminars, *Rules of the Road* and *Anchoring*, are available at USPS Online Education. For \$24.95 Each. *The Mariner's Compass* seminar will be offered this month as a classroom course. Sign up for the on-line classes at USPS online. Look for an email from me for the *Mariner's Compass* seminar.

AIS Electronics for Boaters

Online Seminar Available from BoatUS Foundation w/USPS Discount of 25%

Do you know what AIS is? Maybe you thought AIS is just for commercial vessels. AIS can help you navigate crowded waterways easily and safely. If you have considered adding AIS to your boat, this seminar help you make the right choice. AIS can identify potential dangers and provide you with a direct way to make decisions on the water. Many AIS

systems provide your boat's information to other boats so that they may also make better decisions.

In this course you will learn:

- What AIS does
- How AIS works
- How to decide if you need an AIS system
- AIS vs. RADAR – What you can see with each
- What kind of AIS system is best for you
- How to use AIS information to navigate more safely
- What to consider when integrating AIS with your electronics
- How to use free Marine Traffic.com site & Marine Traffic App

USPS Price: \$26.21

Public Price: \$34.95

Register and take online course at: <https://boat.us.org/ais/>

Using GPS

In-Person and On-line Seminar

GPS has become a common tool for navigation. However, using GPS on the water is distinctly

different from a moving map display in your car. This seminar explains the principles of waypoint navigation which you will use. It then shows you how to relate the GPS to your charts which provide essential information about what is around you.

The seminar also shows you how to operate your GPS – what the buttons do, what the screens show, and how to access the functions you need. A handheld GPS is used as the demonstration model, but all GPS receivers function similarly. By the time you have completed the seminar, you will be able to store waypoints into your GPS, activate them for navigation, and use GPS to keep you on a safe, pre-qualified course of your choosing. You'll also get some tips for choosing a GPS if you don't currently own one.

Where: Classroom Room 115 Human Resource Building. 323 Owego St Montour Falls, NY 14865

When: TBD – Offered in person and online in early October. This is a single, 90-minute seminar.

Course fee: \$20

Instructor: Jim McGinnis

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 Jim McGinnis

seo@abc-flx.org

or call 607-346-5408 Or you can go to the national web site (www.usps.org) and register under the "Find A Boating Class" tab on the member home page.

Looking for Something?

The Finger Lakes Chapter of America's Boating Club will be happy to accommodate requests for courses not currently on our

schedule of formal offerings. If there is an area in which you would like to get some instruction, please contact Jim McGinnis, the Chapter Education Director, with your request.

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

www.abc-flx.org

Long-Term Class Schedule

Seneca Education Department

BOC Level	Title	2022	2023	2024	2025	2026	2027
Inland Navigator	Classes						
	ABC	C+X	X	X	X	X	X
	Boat Handling		X		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	2022	2023	2024	2025	2026	2027
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	2022	2023	2024	2025	2026	2027
Advanced Coastal Navigator	Classes	Advanced Marine Navigation	X		X		X	
		Cruise Planning			X			
		Marine Navigation Systems				X		
		Radar			X			
	Sem.	Emergencies Onboard		X				
		Marine Radar			X			
	Skills	Advanced Coastal Nav		X				
		First Aid						

BOC Level		Title	2022	2023	2024	2025	2026	2027
Offshore Navigator	C	Offshore Navigation	X				X	
	Sem.	Computer Weather Forecasting			X			
		Thunderstorms / Severe Weather			X			
	Skills	Offshore Navigation			X			
		CPR/AED						
Endorsements		Sail	C		X		X	
		Boating on Rivers, Locks, and Lakes						X
		Canadian Regulations				X		
		Paddlesmart	X			X		
Other		Instructor Development	C					
		Instructor Recertification			X		X	
		Operations Training	X					

Table Key

X = Planned

C = Completed

USPS News: Local, District, National & More

Happy Birthday!

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

September

Howard Cabezas
Kiera Eddy
Charlie Fausold
Geoff Gates
Lynne McGinnis
Steven Moff
Rachael Nichols

October

Lisa Alley
Carl Blowers
Cliff Geer
Charles Honsberger
Ken Mansfield

Mary Margeson
Theresa Moff
Fred Seip

Vessel Safety Exam

By Ray Margeson

Don't forget to get your vessel safety exam to ensure your boat is in compliance with US Coast Guard and NYS standards. The exam takes less than a half an hour and you can have confidence that you are in compliance after a satisfactory exam.

You can contact Ray Margeson at slip 216 or by email at:

vsc@abc-flx.org.

Got News?

By Tom Alley, Editor

Do you have any boating-related news or announcements? Contact your editor and have it printed here. We're happy to publicize anything of interest to our members, whether it's for the Finger Lakes Chapter or for one of our neighboring squadrons.

Contact Tom Alley:

editor@abc-flx.org

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Night Moves

By Jim McGinnis



Photo 15: S/V Hooligan.

S/V Hooligan is a 1972 Gulfstar center cockpit sailboat that my brother, John, owns in Belfast, Maine. It's robust enough to head out in the ocean and easily handles the chop in Penobscot Bay. This summer we sailed and motored about 80 nm from

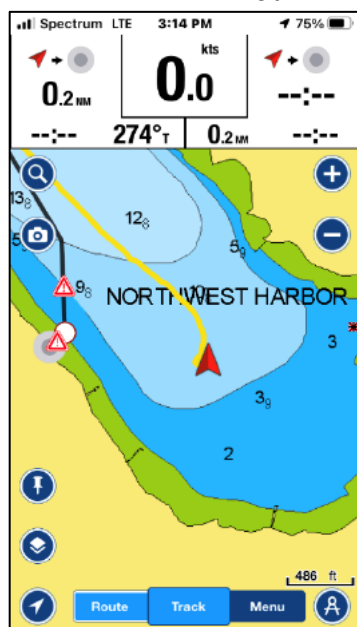


Figure 1: Screen shot of the Navionics app.

Belfast to Deer Island, North

Haven, and back around Islesboro to Belfast.

On a Sunday afternoon, we dropped the mooring and headed out with four days of food and supplies with a general plan to get further south in Penobscot Bay than we had the trip before.

The weather was warm, close to 90°F, but predicted to drop to the 70s and become overcast.

We used the Navionics Boating app chart to find anchorages for the nights we stayed out.

The first anchorage was Northwest Harbor on the coast of Deer Island. The wind was from the south and east so this was a perfect spot. I went swimming that afternoon in water that rivaled Seneca Lake for temperature. Not bad. We had dinner and watched the stars for a while before turning in for the night. In the morning, small bait fish (menhaden) were jumping out of the water all around the boat and soon several fishing boats showed up with large seine nets. We got to see the whole process. We later learned that the menhaden are used to bait Lobster traps and are in great demand.

The next day we anchored at Mullen Head on the east end of North Haven Island. Then we took the dinghy ashore to a state park on the island for a hike.

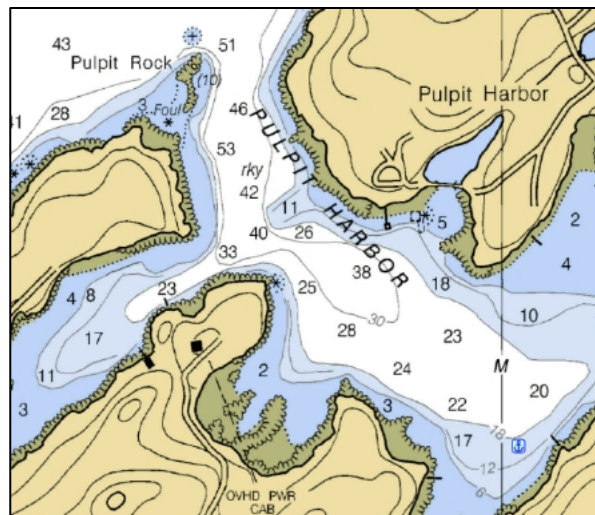


Figure 2: Chart of Penobscot Bay and the southern tip of Islesboro.

The next afternoon we picked up a mooring ball at the town dock in North Haven and walked the tiny town. They had a great sailing school for the kids and were conducting races and training that day.

Leaving North Haven, we needed to find an anchorage that was again protected from shifting winds and checked out several before deciding on Pulpit Harbor. At the entrance to the harbor, Pulpit Rock is prominent and must be avoided although it hides the channel entrance when approaching from the south. We immediately saw that this was a popular spot. Mooring balls filled the harbor with maybe 80 boats in this relatively small space. We expected NW winds so we headed to the area in the lower right corner of the chart. The NW corner was filled with boats. We dropped the anchor in a rocky bottom and felt solid. The space was so tight though that we

really didn't back down hard on the anchor to insure it was set as there were other boats on moorings nearby. That night at about 11PM a strong wind picked up and we dragged the anchor. We were able to raft alongside a sailboat that was moored behind us. It was pitch dark with no moon and we couldn't see anything. We tied a line from our bow to the mooring line of the sailboat and spilt the rest of the

COVID which I had picked up at my High School Reunion Friday night. Great. We decided to head back to Belfast.

It is essential to use charts and GPS traveling around Penobscot Bay because there are rocks everywhere. One spot caught my

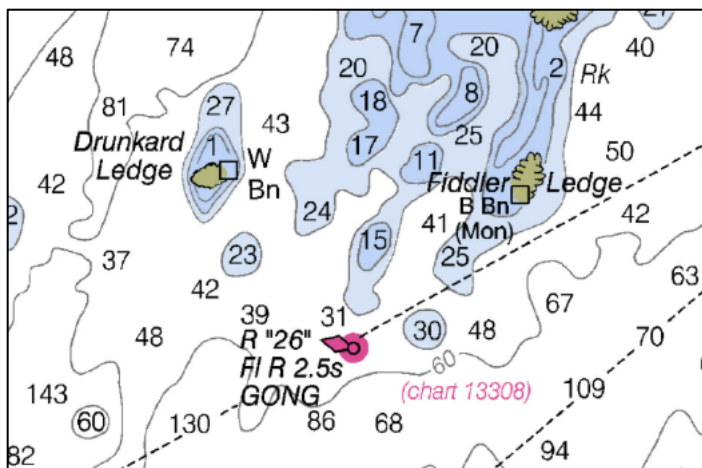


Figure 3: Chart of Drunkard Ledge.

night into two watches. The wind died right down and we had no other issues. In the morning, we were able to release the mooring line and pull in the anchor. We were fortunate that we didn't get pushed into shallow water.

It was about this time that I started feeling like I had a summer cold. The temperature had dropped to 65F and we were out in open water in 15 knots of wind. Later I tested positive for

buoy and it's gong to starboard and kept the White Beacon (W Bn) at Drunkard's Ledge to port carefully watching our depth sounder all the way around. We had a 4 hour trip north to Belfast Harbor. Thankfully no surprises for us at this point as others in Maine's maritime history have found.

Drunkard's Ledge was the scene of a shipwreck on October 11, 1906. The Daily Kennebec Journal captured the scene

at the time, noting, "in a heavy northwest gale tonight, the new four-masted schooner Helen B. Crosby struck on Drunkard



Photo 16: Mid-tide photo of Drunkard Ledge.

attention.....

Drunkard's Ledge

Rounding the south tip of Islesboro Island, John and I kept the R 26

Ledge at the entrance of North Haven thoroughfare leading to the mouth of the Penobscot River and will probably be a total loss, as the seas are breaking over her heavily." The schooner was under the command of Captain C.T. Wallace, and though the vessel was lost, all hands were saved by escaping the doomed schooner in a dory and a gasoline launch.

John and I motored back to Belfast with no issues, but the temperature stayed cool. We had a great trip and are thinking about the next trip to Vinalhaven Island, ME.

- Jim

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Sailing Yacht Boasts Local Ties

By Lewis Chesebrough

SV Wined 'n' Down



Photo 19: SY (Sailing Yacht) *Invader* underway.

Earlier this summer, I had the opportunity to visit *SY Invader* at her berth in Genoa, Italy while on vacation with five college friends. *Invader* is a 160-foot LOA steel schooner built in 1905 at the Lawley shipyard in Boston.

The designer of the boat, Albert Stanton Chesebrough, is my great-grandfather and the grandfather of FLYC Vice-Commodore John Brown Westcote Chesebrough. Albert was the nephew of "the wizard of Bristol", Nathaniel Herreshoff, who Albert apprenticed with before striking out on his own.

According to family lore, it was clear early on that Albert's precocious nature would not allow him to thrive within the strictures of Herreshoff's established yacht design practice. Despite this, *Invader's*

ambitious sail plan and beautiful lines demonstrate that Albert had a strong Herreshoff influence.

Invader was built for R.A. Rainey, heir to an Ohio coal fortune. She initially raced in major northeastern regattas including Seawanhaka, Atlantic, and New York Yacht Club and was based at the Indian Harbor Yacht Club in Greenwich, CT. The massive rig had to be cut down in 1907 due to lack of competition in *Invader's* class.

In the 1920s she was acquired by United Artists head Joseph Schenk whose famous guests included Charlie Chaplin, Paulette Goddard, and Douglas Fairbanks and she was featured in the 1924 silent film *Robinson Crusoe*. She won the 1924 Transpacific yacht race from Los Angeles to Honolulu and



Photo 18: *Invader* tied up showing off her long boom.



Photo 17: The author at *Invader's* dock in Italy.

held the best time and 24-hour record in this race for the next 53 years. In the ensuing decades, *Invader's* ownership changed hands several times and she suffered tragic mishaps including a fire that destroyed the pre-war rigging. Fast forward to 1997, an Italian yachting enthusiast who had witnessed *Invader* in her prime found her bare hull at a shipyard in Germany, and decided to restore her former glory. She was refitted in Viareggio and La Spezia and now participates in Mediterranean classic yacht regattas where her competition ironically includes Herreshoff schooners.

In our family the naval architecture legacy has always been

dominated by the Herreshoff name. I discovered several years ago that a Chesebrough-designed yacht was still sailing in the Mediterranean, and while planning my trip to Italy this summer I was eager to see *Invader* in person.

My travel companions and I drove two hours to Genoa, following a GPS coordinate from a marine tracking website. We arrived at the superyacht laden Marina Genova unsure of what to expect. *Invader* was truly a sight to behold, with proportions difficult to capture in a single image while docked. She was docked with a gangway connecting the pier to her stern, and the massive boom extended some 20 feet aft over the dock. Seeing some shoes on deck, I tried shouting to catch someone's attention but was only heard by the crew on a neighboring yacht. They were kind enough to board *Invader* and go below deck to alert captain Michele Mancini of our presence. After a quick introduction he was thrilled to learn that I was a direct descendent of Albert Chesebrough and gave us a full tour of the deck and cabins.

I saw and learned too much to recount here but will share some standout facts and features. Every piece of rigging and hardware was custom made for *Invader* in her refit, as seen in monogrammed brass tackles



Photo 20: The author with Captain Michele Mancini aboard *Invader*.

and a toe-operated electric winch. Amazingly *Invader* is outfitted to accommodate only 6 guests (in addition to the crew's quarters) which allows for extremely luxurious sleeping arrangements including a full beam master cabin. According to our host, *Invader* boasts the longest boom of any classic schooner in the world, which upon seeing is not hard to believe. At a going charter rate of \$55,000 per week I didn't even inquire about taking her out to sail. She is currently on the market for 3.5 million Euro, down from €6.5 million. While it's unlikely that I will ever set foot aboard *Invader* as a paying guest or owner, I have tentative ambitions to volunteer my services as a crewmember for future races, as captain Michele said she would ideally be raced with a 12-man crew but the



Photo 21: Deck of *Invader*.

owner only budgets for six. The interweaving of *Invader's* 117 years and my own 30 years left me in awe, and I look forward to the day that our paths cross again.

- Lewis

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PHOTO ALBUM:

<https://drive.google.com/drive/folders/1dhkVKYuO7MubJD4Sc6HK0gFrkGid7Pc8?usp=sharing>

HISTORIC FOOTAGE:

https://www.youtube.com/watch?v=F7hAGds_l6k&ab_channel=Brukat2012

CONTEMPORARY FOOTAGE:

https://www.youtube.com/watch?v=dSp6FF0uo54&t=23s&ab_channel=MortolaBrokers

The Last Word

By Tom Alley, SN

Famous Sayings



"May you live in interesting times."

We've all heard that saying. While it is purported to be a

translation of a Chinese curse, no such saying has been recorded by the Chinese. Rather, this saying was mostly derived from a speech given by Joseph Chamberlain in the 18th century and then adulterated over the years.

In any event, I think we can all agree that the times we are in are certainly "interesting". Furthermore, I think many of us can also agree that it would be great if things were a little bit less interesting for a spell.

Times within America's Boating Club are certainly interesting, but not necessarily in the form of a curse. Instead, it's my opinion that we have a lot to be optimistic about.

One reason to be optimistic is with the amount of work that's being done within the upper levels of the Education Department. There are many teams working to keep our courses and seminars current while also developing new ones. I know my own committee (Boat Systems) is working on several new

seminars while also updating not only various courses, but the entire Boat Systems program.

While we're on the topic of sayings, here's another one you've likely heard:

"The harvest is plentiful, but the workers are few."

These words are from the Gospel of St. Matthew, but they also provide an accurate description of the status in many organizations right now. There are a record number of jobs open in the commercial sector. Likewise, volunteer organizations are struggling to find people to simply help maintain day to day operations. America's Boating Club is no exception.

I was recently honored as a "Life Member" of the USPS. One of the perks of life membership is the suspension of national dues. Many districts and squadrons follow with similar protocols. Life membership cannot be purchased as it can from some organizations. In the USPS/ABC it is earned through volunteer service.

America's Boating Club recognizes its volunteers by awarding Merit Marks. A member can receive a merit mark by performing approximately 10 hours of volunteer service per year – a modest investment by almost any standard. After 25 merit marks are accumulated, you become a life member. The catch? You can only be awarded one merit mark per year.

SV Tomfoolery

The good news is that there are almost countless opportunities to obtain a merit mark. There is the obvious: Hold an office, perform a function (e.g., webmaster or editor), or other high-profile activities. But you would be correct in deducing that these constitute much more than 10 hours of effort each year. But there are other, less invasive ways to invest time. You can help teach a class. Serve on a committee. Organize an event. Write a couple newsletter articles. Donate time on your vessel for activities. And many more.

If you do something like that a couple times a year, you'll find the merit marks accumulating while you do things that you'll probably find quite enjoyable. Before you know it, you'll discover the joyful camaraderie of our organization and realizing that you actually make a difference. Suddenly, you'll be receiving your life member pin and plaque.

Like many things, the hard part is getting started. If you want help, give me a call, or send me an email. I guarantee there are more opportunities than you realize! And they're not difficult.

Looking forward to hearing from you!

- Your Editor, Tom

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As always, send your thoughts about this newsletter to:

editor@abc-flx.org

Calendar of Events

September 2022

- 01 Finger Lakes *Drum* September issue publication date.
- 11-18 Governing Board Meeting, *Raleigh, NC* (National)
- 12 Sailing by the Stars, *Schooner True Love, Watkins Glen, NY* (1730)
- 13 Bridge Meeting (1900)

October 2022

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

November 2022

- 01 Finger Lakes *Drum* November issue publication date.
- 01 *The Deep 6* fall issue publication date. (D/6)
- 08 Bridge Meeting (1900)
- 11-13 District 6 Fall Council & Conference. *Ramada by Wyndham hotel in Liverpool/Syracuse, NY.* (D/6)

December 2022

- 16 Deadline for *Drum* Articles

January 2023

- 01 Finger Lakes *Drum* January issue publication date
- 10 Bridge Meeting (1900)
- 15 ABC Finger Lakes Change of Watch
- 20 Deadline for D/6 *The Deep 6* articles. (D/6)

February 2023

- 01 *The Deep 6* winter issue publication date. (D/6)
- 14 Bridge Meeting (1900)
- 19-26 USPS Annual Meeting, *Orlando, FL* (National)
- 20 Deadline for *Drum* Articles

March 2022

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

April 2022

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

May 2023

- 01 Finger Lakes *Drum* May issue publication date.
- 01 *The Deep 6* spring issue publication date. (D/6)
- 09 Bridge Meeting (1900)
- 20-26 Safe Boating Week (National)

June 2023

- 13 Bridge Meeting (1900)
- 23 Deadline for *Drum* Articles

July 2023

- 01 Finger Lakes *Drum* July issue publication date.
- 11 Bridge Meeting (1900).
- 21 Deadline for *The Deep 6* articles. (D/6)

August 2022

- 01 *The Deep 6* summer issue publication date. (D/6)
- 08 Bridge Meeting (1900)
- 25 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.