

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:
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From The Commander

By *Phil Cherry, S* *SV Harmony*

International Nautical Lessons

The International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) implemented the Maritime Buoy System in 1982. This was done as a result of some tragic accidents involving mostly freighters in the English Channel in the early 1970's. Prior to the IALA taking action, there were some 30 different "systems" in place worldwide used to direct ship traffic in and out of ports. The IALA devised two systems, likely because some countries insisted on having it their way, and two systems were better than 30, but that's not the point of this story.

These two systems are called Regions, and where you are navigating dictates which system you use. Region B includes all of North America, Central America and South America, plus the Philippines, Japan and Korea. When entering a harbor in this region, marks to port are green



and marks to starboard are red, hence we get the phrase many of us are accustomed to... "Red, Right, Returning". That's what we teach in our Seamanship and Public Boating courses here in New York.

Region A includes Europe, Australia, New Zealand, parts of Africa and most of Asia (minus the Philippines, Japan and Korea). When entering a harbor in this region, marks to port are red and marks to starboard are green.

I had the distinct pleasure of taking a three-week cruise through much of southeast Asia recently. My wife, Judy, and I were having a leisurely breakfast on the open rear deck of a lovely cruise ship as the vessel was coming into port in Brunei, a country on the island of Borneo.

We were watching the boats passing by and the city coming into view and while munching on our croissants and eggs, we both noticed something strange. Judy and I both took seamanship together and have boated enough to know the “red, right, returning” rule cold. She looked at me, and I looked at her and we both said simultaneously that something was wrong... the red buoys were to port... we needed to alert the Captain! Of course, we also quickly recalled from our class



Figure 1: Bangkok River taxi.



Figure 2: Bangkok River party boats.



Figure 3: Brunei River speedboats.

that not all countries used the same protocols for entering a harbor, so we got out our phones and googled the rule. Sure enough, Brunei uses Region A rules... and we went back to our breakfasts, albeit a bit disoriented.

Two days later, we were coming into Puerto Princesa in the Philippines, again enjoying breakfast as we entered the port, and sure enough the rule was reversed again... the red buoys were back where they belonged! However, we left for Vietnam, Cambodia, and Thailand after that and once again were thrown off by the reversal, as each of those countries utilize the Region A rule. I had the occasion to ask the captain of our cruise ship later in the voyage if the change in rules was at all confusing to him and his crew, and he politely looked at me and curtly said, “We are trained to follow the rules no matter what port we’re entering...” and I felt a bit foolish for asking such a stupid question.

While visiting those countries we also had the opportunity to observe some different types of boat. There was a river taxi (Figure 1) on the Chao Phraya River in central Bangkok that uses an on-board diesel

The Drum

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Figure 4: Mekong River small fishing boats.



Figure 5: Outrigger canoes used near Coron, Philippines.



Figure 6: Photo Courtesy of Ron Chau Photo.

engine with a long (15') external propeller shaft to quickly ferry folks around the city.

On the same river in Bangkok are larger party yachts (Figure 2) holding several hundred passengers who cruise the river from sundown to late evening taking in the sites and reveling in the river.

In Brunei, on the Brunei River are found more traditional speed boats (Figure 3) catering to tourists wanting to quickly go upriver to find the elusive Proboscis Monkey (which we did not see very well).

On the Mekong River near Saigon, Vietnam, small fishing boats (Figure 4) were common, which again used an onboard engine with

a long prop shaft. These reminded me of our trolling motors, but the shafts extend way out past the stern, presumably to give them greater mobility in shallow waters.

Another interesting boat type was the outrigger "canoe" (Figure 5) used in the waters near Coron in the Philippines. The outriggers themselves were nothing more than 20' long bamboo trunks strapped to the main part of the boat. It looked suspicious but was remarkable stable...and certain easy to repair if needed!

Then there are the very small "tributary canoes" (Figure 6) as I call them that the locals use to ferry tourists and to travel upstream to floating river markets off the mainstem of the Mekong.

Water is an essential part of southeast Asia, no matter where you travel. If you ever get the chance to visit that part of the world, I highly recommend it! Just remember..., Red, Right, Returning..., maybe!

- Phil, SV Harmony
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From the Executive Officer

By Kris West, S

SV Zephyr

Water Quality: It's Complicated



Beach Closed. It looks like someone spilled green paint on the water! Once rare occurrences, summertime harmful

algal blooms (HABs) are increasingly reported in all the Finger Lakes. As boaters, we all enjoy those days out on the lake when the sun glints off the water surface, the breeze fills our sails and we can cool off with a refreshing dip in the lake. More frequently though, our recreational enjoyment is being impacted by HABs which impact water quality and can cause severe illness.

Harmful algal blooms are actually population explosions of naturally occurring cyanobacteria. These ancient organisms, which float in the water column, have occupied our planet for nearly 2 billion years. In fact, in ancient earth history, they were responsible for the build-up of atmospheric oxygen that supports life as we know it today. So, in and of themselves, cyanobacteria aren't the 'bad guys' they are simply responding to their surroundings. It just so happens that byproducts of their metabolism are also toxic if they build up in high concentrations.

So, what's driving these population explosions that lead to a build-up of toxic chemicals in our lakes? In a word: phosphorus. Phosphorus is a vital and key limiting nutrient in aquatic systems. As we increase the amount of phosphorus in our lakes, we increase the ability of cyanobacteria to multiply. Phosphorus can enter the lakes directly from failing waste water treatment systems and it can be carried to the lakes along with soil and other materials as they erode from the surrounding landscape. Changes in our weather patterns lead to more intense summer storms which cause massive amounts of erosion throughout the watershed and effectively dial up the amount of phosphorus entering our lakes 'to eleven'. When those storms are followed by still, hot days, perfect conditions exist for cyanobacteria to bloom.

We've helped speed erosion by radically altering the landscape surrounding our lakes. Development of many kinds lead to the loss of wetlands and the water filtering benefits they provide. Tiling has been installed in farm fields to speed water drainage to allow for early spring planting. As water comes off fields, it often enters roadside ditches cleared of vegetation. These ditches help keep drivers safe, but if left barren of anything to slow the flow of water, they effectively shunt unfiltered water straight to the lakes. Homeowners have removed trees and shrubs

along shorelines to create aesthetically pleasing lawns, but in doing so, they also remove root systems that can hold soil and remove phosphorus before it enters the lake. It's easy to think that someone else is mostly responsible for the problems our lakes are suffering, but the fact of the matter is that it's a societal issue that everyone should engage in and work to solve.

The first step in that engagement should be to educate yourself about the problem, what causes it and what you can do to help address it. Fortunately, excellent informational resources abound. Seneca Lake Pure Waters Association has a website dedicated to HABs at:

www.senecalake.org/Blooms.

WCNY, a local PBS station, produced a half-hour long video called Bloom: The Toxic Threat to the Finger Lakes. You can watch it on-line at <https://www.youtube.com/watch?v=IsTogxVqf8Y> You can find facts, resources and actions to take at www.toxicalgae.org an informational website created by the Finger Lakes Land Trust. Finally, if you want to engage in real time, you have an opportunity to join a live, virtual conversation with Dan Egan the Pulitzer Prize nominated author of "The Devil's Element: Phosphorus and a World out of Balance" on March 5th at 7:30 pm. Register for this event in advance on Zoom at https://hws.zoom.us/webinar/register/WN_NyDBmB-sQ8G-wG1TCjKtDg#/registration

I invite everyone who loves our lakes to engage on this issue. Yes, it's complicated. But, working toward solutions to protect what we love can make those outings

on the lake so much more gratifying.
Now, get outside and have fun!

- Kris
xo@abc-flx.org

From the Administrative Officer

By Maggie Martin

Waterfront



Improvements

The entrance to the public pier in Watkins Glen Seneca Harbor Park has been rebuilt since last summer. The steel retaining wall is replaced, the brick pavers and edging redone, flower beds are altered and replaced by stone. What was a deteriorating eyesore is looking good and ready for the boating season. We appreciate the Village and Schuyler County for making these upgrades. It is looking beautiful on a warm day. in February!

- Maggie
ao@abc-flx.org



Figure 7: Looking west along new walkway.



Figure 8: Paver redesign at site of waterfront project.

SV Wined 'n' Down



Figure 9: View from the dock of the site.

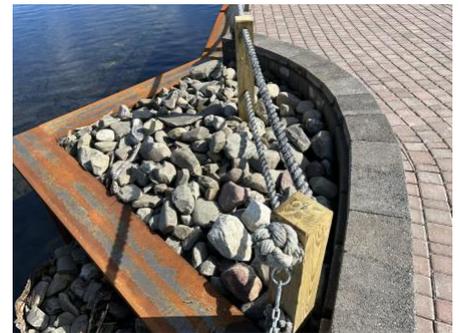


Figure 10: Former garden bed replaced with low maintenance rock.

From the Education Director

By Katie Alley, JN

SV Tomfoolery

So Much to Come



March is always the time of year when I start getting antsy. The cabin fever starts to set

in. The holidays are over, and it hasn't even really snowed this winter at all. So, it's just cold and gray and lifeless outside. One of my friend's family owns a lake house on Peach Orchard, and they were staying there for a long weekend just for a change of scenery. I stopped by to say "Hi"; it really reminded me how much I miss seeing the lake and having a change of scenery myself.

The good thing about being SEO is that I'm at the forefront of planning lots of boating-related things. And I'm pleased to announce that with this issue of *The Drum*, we have plenty of educational opportunities and social events coming up! We even have classes and events on the calendar for the next few weeks so that everyone has a way to pass the time until launch.

Please take a look at the classes listed below that we have on the schedule for this year. I want to make these classes as accessible as possible for those who want to take them. That means I want to hear from those who are interested and if they have a

preferred time, day, or date that we hold these classes on. **Please send me an email to let me know if you are interested in signing up for a class and if you have any availability restrictions.** And, of course, let me know if there's something you want to see on the calendar that isn't there already. I really appreciate those of you who reached out already - it's my job to give you the educational opportunities you want! We have an exciting year ahead of us.

Read below on the unique ABC class we are offering this spring! We're going to give this a go, and if it goes well - perhaps we'll offer it again! Send anyone who still needs their NYS Boater's Safety Card our way!

Another big event on the calendar that has plenty of New York State excited is the solar eclipse. The Finger Lakes Boating Museum reached out to our club and asked for some of our navigators to give a presentation on celestial navigation to the public on April 7th, the day before the eclipse. Stay tuned for details on the time! I hope that some of our members will use this as the perfect excuse to come up and visit the museum and support me and the other navigators presenting. I promise that our presentation will be engaging and elementary, covering the basics of navigating by the sky without GPS. The museum is finalizing plans for their Solar Eclipse event, but it

sounds like this will be a great opportunity all around to learn about what's going on with our moon, sun, and stars beyond just listening to me talk. Enjoy a day at the museum, and then watch the eclipse the next day with your new celestial knowledge!

Another celestial-related activity we have on the calendar is our *Stargazing 101* event at Corning Community College's planetarium. I've heard that this event has always been a hit in the past, and obviously, it's always super cool to be inside a planetarium. I heard that the college has also made recent upgrades to the space. This is an event I wouldn't plan on missing!

Additionally, it looks like we will have an opportunity for Advanced Coastal Navigator (ACN) and Offshore Navigator (ON) certifications this July. We have some members planning a longer journey on Lake Ontario and maybe even some Atlantic coastal cruising - stay tuned for updates! These certifications involve an overnight trip aboard a vessel in a body of water that meets certain requirements (i.e. no shore in sight).

In the meantime, watch your email for updates on events and offerings from us. Be well, stay warm, and think spring!

- Katie

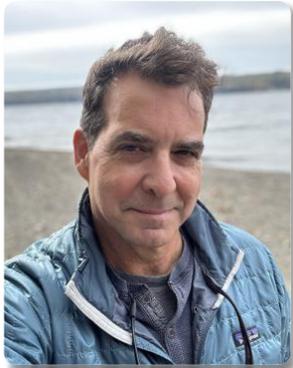
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From the Assistant Education Officer

By Scott Williams, AP

SV BayRum

Distance of the Horizon



As a land surveyor, I am constantly dealing with distance. My field crews collect locations of

stationary objects so we can plot, map, and inverse (surveyor-speak for “compute”) the relative distances between each feature. A client may be interested in the distance that her garage is from the property line – a horizontal distance. Or an engineer may be interested to know how much higher the surrounding parking lot is when compared to the rim elevation of a catch basin that doesn't seem to be draining – a vertical distance. All these measurements can be made once we assign a coordinate to each feature.

On land, as a land surveyor, the distances that I am typically

concerned with are limited to a few thousand feet for a large project. But on the water, as a mariner, the size of this sphere of concern is compounded by the seemingly flat surface of a large body of water. So as a captain, I am now concerned with objects that are several nautical miles away.

From my boat I have a variety of ways to determine how far I am from shore since the shore is stationary and has been mapped by others. But what is the distance to a vessel on the horizon that is not stationary and that I may not be able to measure to? How far can we even see when we are on the water?

At a position five feet above the water, we can see approximately 2.6 nautical miles. If we increase our height, the distance of the

horizon will increase. For example, at 40 feet above the water we can see approximately 7.4 nm.

Many factors can change this visibility such as daylight, air quality, wave height, and the height above the water of the object we are sighting. The significance of the height above the water surface of the object being sighted is demonstrated when applying the formula in Figure 11.

This formula can help us quickly estimate the distance to an object of interest. It's simple geometry for some, but a valuable consideration for all of us mariners.

- Scott

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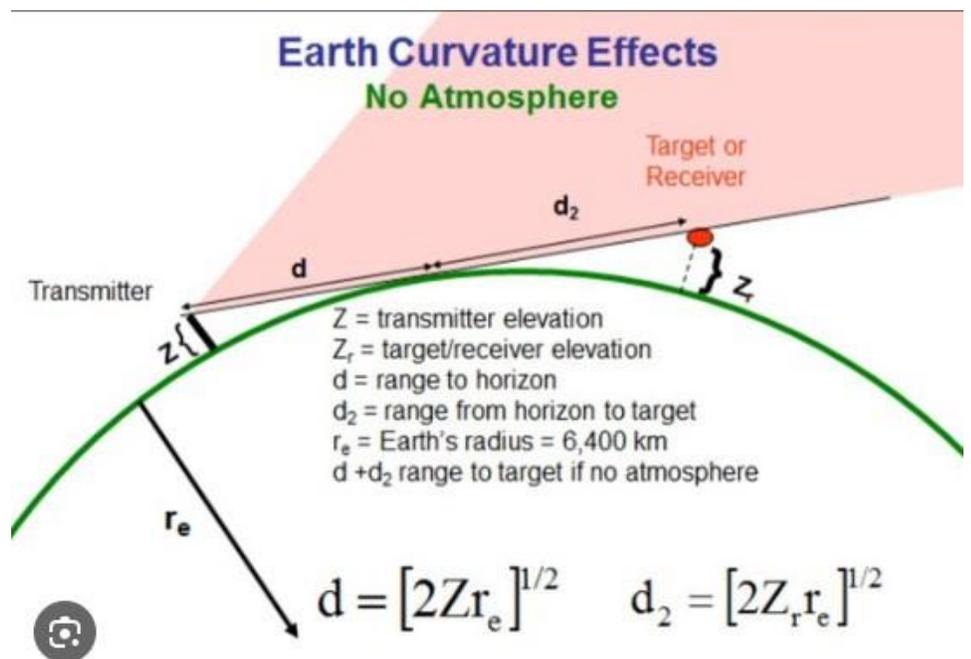


Figure 11: Earth curvature effects. (Source: Quora)

Secretary's Sidenotes

By Jeff Mack, JN

SV Tiny Tina

Wintertime Reflections



February arrives, cloaking the sky in a grey drape that hangs over the valley for weeks on end. Snow

rests delicately upon the branches of the rugged sugar maple outside the window, awaiting its fate to be whisked away by the tails of a busy squirrel family. Sun rays timidly peek over the edges of shifting clouds, creating a slow pulsing light in the kitchen skylights, softened by a thin veneer of crisp snow.

It's hard to believe that just a few short months ago, I could gaze upon the full outline of the beautiful celestial body, enough to kiss it to the south shoreline of Seneca Harbor, while looking through the sextant borrowed from the Power Squadron for my navigation class. It's like recalling a dream, reminiscing about the cherished moments spent on the water and under sail these past

few summers. Yet, I can revisit some of those moments through the little videos I took on my phone – snippets that serve as reminders that it was indeed real. Whether it's a mere 20 or 30 seconds capturing the bow plowing the chop into crystalline mist or one of my daughters at the helm with a determined expression, as they hold course on a reach. These snippets bring me back to the cockpit, grounding me in the reality of those experiences.

Though I've sailed before, owning my own small auxiliary sailing ship, a Sabre 28, for the past four years has been a revelation, imbuing each outing and voyage with a sense of magic and discovery. These years have been an education beyond expectation, delving into boat handling, sail theory, general boat and engine maintenance, fiberglass repair, electrics, weather prediction, history, and navigation – learning just enough to make me dangerous in almost every aspect. The journey has been fueled by countless resources – books, videos, articles – and punctuated by the ongoing saga of maintenance and projects, each contributing craft of the whole

adding to the allure of sailing as an artform worthy of dedication.

In this whirlwind of learning, many lessons have been learned through trial and error, excitement, impatience, and occasional mishaps. While I've made my fair share of beginner errors, each blunder serves as a gateway to further understanding. Guided by the wisdom of seasoned sailors and formal classes with the Power Squadron, I'm developing a sailor's perspective and a seaman's eye, bolstered by on-the-water experience.

As I navigate this journey, I find camaraderie among fellow enthusiasts, united by a shared passion for learning and exploration. Each mistake and correction, each lesson learned, opens the door to new adventures with their own set of challenges. The dream of sailing is alive, nurtured by careful planning, dedication, and a supportive community. It's the amalgamation of these elements that gives rise to the glory of sailing – an endeavor both timeless and transcendent.

- Jeff
secretary@abc-flx.org

ABC-FLX News

Happy Birthday!

Happy birthday to our members!

March

Nancy Sisbarro
Terry Stewart
Bill Clack
Helene Fausold
Steve Pietro
Jim Stephens
Mark Erway
Jim McGinnis

April

Carolyn Clack
Andrea Johnson
Dave Dawson-Elli
Henry Cabezas

Congratulations, JN Grads!

A hearty "Congratulations!" to the latest graduates of the Junior Navigation class:

Katie Alley, JN
Dave Dawson-Elli, JN
Jeff Mack, JN

These students have spent the last six months taking sextant sights and studying hard to master the concepts of offshore and navigation. Please recognize them the next time you see them.

NY Canal Opening Set

Notice to Mariners

The New York State Canal Corporation announced on January 29th that, conditions permitting, all portions of the New York State Canal system are scheduled to open on Friday, May 17th, 2024.

This year marks the 200th consecutive season of navigation along New York's Canals. The 200th anniversary of the original Erie Canal's completion and opening will be commemorated as the Erie Canal's bicentennial in 2025.

There are no tolls or fees for recreational use of the Canal system this year.

Additional information about this year's season, including hours of operation and more details on the Canal Corporation's continued collaboration with the Department of Environmental Conservation (DEC) to mitigate aquatic invasive species, will be issued in subsequent Notices to Mariners.

The Canal system is scheduled to close to navigation on Wednesday, October 16th, 2024.

For general news, please visit www.canals.ny.gov or follow the Canal Corporation on [Facebook](#), [Instagram](#), [Twitter](#), or [LinkedIn](#).

Save The Date: Aug 2nd-4th

Ahoy Boaters!

ABC-Finger Lakes Chapter is again sponsoring a weekend at Sampson, on August 2nd through August 4th.

- Friday – Sail/motor from Watkins Glen and have dinner at the Vista with a live band.
- Saturday – Boating activities & Skills training
- Saturday night - Phil Smock and the *Take 3 Quartet* will be there again this year.
- Sunday – Return to Watkins Glen.

Please put this weekend on your summer calendar and get a slip reservation at Seneca Lake Resorts using the following link:

[Seneca Lake Resorts - Sampson | Reserve your campsite today \(campspot.com\)](#)

Questions? Contact Jim McGinnis at jmcginni@stny.rr.com.

Got News?

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

Upcoming Classes & Seminars

Where Do I Start?

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

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

America's Boating Course

– SPECIAL OFFERING!

ABC-FLX prides itself on offering a unique version *America's Boating Course* that includes an (optional) on-the-water session. During this on-the-water session, students are able to translate their newly acquired knowledge from the classroom to an actual boat ride. But this spring, students will have a super unique opportunity to participate in an on-the-water session aboard the famous *Schooner True Love*!

Starting in 2025, Brianna's Law stipulates that **EVERYONE** in New York State will be required to have a Boater's Safety Card to operate a vessel. This 8-hour class allows participants to earn their NYS Boater's Card. Our version of this class includes two hands-on classroom sessions, a review session, the exam, and the optional on-the-water session.

What You'll Learn:

- Information about NYS boating laws, regulations, boat registration, and licensing

- Required boating safety equipment
- Basic navigation and rules of the road
- How to handle medical emergencies and mechanical problems onboard
- The basics of towing and trailering

Apply your boating knowledge and prepare yourself for the exam by participating in an exciting, informational, hands-on boat ride aboard the *Schooner True Love*. Known for her appearance in the 1956 film *High Society*, the 67-foot wooden sailboat has called Watkins Glen her home port for 15 years.

Class size is limited. Contact Katie at SEO@abc-flx.org to be the first to receive information on how to sign up.

When/Where: May. Exact dates TBA. Two 3-hour classroom sessions, a 1-hour review session, and the exam will be held at the Schuyler County Human Services Complex. The on-the-water session will be held on a Saturday morning, tentatively scheduled for May 18th.

Cruising Under Power and Sail

Is chartering a boat in tropical, foreign waters on your bucket list? Or do you simply have a goal of cruising to the other end of the lake this summer? Learn what you need to confidently and safely plan a cruise of any distance or duration. This recently

revamped course covers everything regarding boat travel, including preparation, equipment, engines, safety gear, crew considerations, provisioning, communications, navigation, anchoring, weather sources, chartering, emergencies, and international travel.

Prerequisites: None

When: Spring 2024

Duration: 9 weeks (weekly classroom sessions)

Sail Class

Tired of trying to master the art of sailing by reading books? How about learning how to sail a boat by actually getting on a boat and learning how to sail with all of your senses? Our club will again offer its nationally recognized Sail course beginning in May and continuing through early July.

Unlike other sailing classes, we combine classroom and on-the-water experiences to help students feel and understand the concepts behind getting a sailboat from here to there. The 9-week course consists of 3 classroom sessions, 4 hands-on, on-the-water sessions, a review session, and a final exam. Even if you've been sailing for years, you'll be guaranteed to learn something new from our staff of highly experienced instructors!

Topics included:

- Types of sailboat rigs, hull shapes, and sail configurations (*What is a schooner anyway?*)

- Wind and water forces affecting sailboat stability and balance
- Sail shape and tuning the rig
- Helmsmanship
- Sailing upwind and downwind, spinnaker handling

Prerequisites: Boat Handling

When: May-July

Duration: 9 weeks (one weekly classroom or on-the-water session)

Stargazing 101 Seminar

ABC-FLX is proud to announce the return of its very popular *Stargazing 101 Seminar*! This seminar will show you some tips and tricks to finding your way around the night sky and gain a deeper familiarity of the constellations above. Held at the recently upgraded *Digital Dome* planetarium at Corning Community College, you will be treated to a fun evening of learning how to identify various objects in the sky as well as learning some interesting astronomical tidbits.

Prerequisites: None.

When: Tentatively scheduled for June 4th, 2024.

Duration: 90 minutes.

Cost: There will be a nominal admission fee to cover the costs associated with renting the facility.

Final planning for this event is still taking place. Watch for additional details in the next newsletter (May 2024) and for emails sent to club members.

Celestial Navigation

Building on the Offshore Navigation class (JN), this course expands on concepts introduced in "Junior Navigation" and extends them to allow students to navigate by traditional means using stars, planets, and the moon in addition to the sun. The classroom sessions won't begin until this fall, but sight-taking sessions will take place during the (much warmer) summer months aboard various instructors' vessels on Seneca Lake. Sight-taking sessions will take place on Fridays and Saturdays in the evening during dusk and twilight.

Prerequisites: Offshore Navigation (JN)

When: Sight taking sessions will begin in June. Classroom sessions will begin in August.

Instructors: Tom Alley & Jim McGinnis.

NOTE: Students of this class will be required to attend the *Stargazing 101* seminar described previously.

Radar for Boaters

The name says it all - learn all about radar and how it works. Radar is a practical tool for navigation and collision avoidance. This course talks about radar equipment and how to use it as a boater.

Prerequisites: Marine Navigation (Piloting)

When: Spring 2024

Duration: 7 weeks (6 classroom sessions plus a final exam)

Weather

Have you ever had a thunderstorm appear out of nowhere over the western hills of the lake? It can really put a "damper" on your day of cruising! The newly revised weather course can teach you about meteorological systems, how weather is created, and signs of impending poor weather. Learn how to understand a forecast in-depth and how boaters can receive the most accurate forecasts onboard.

Prerequisites: None

When: Spring or Fall 2024, depending on interest

Duration: 6-8 weeks. Details TBA

Emergencies On Board Seminar

No one *intends* to have any mishaps aboard when they head out to enjoy a day on the water. The truth is the best way to be prepared for an emergency on board is to plan ahead and be prepared. This seminar teaches you how to handle and prevent common emergencies on a boat. Learn what vessel emergencies you should be the most prepared for, what to do when a fire breaks out on board, how to handle medical emergencies, and how to communicate with crew, other boats, and first responders. Refresh your memory with this seminar at the start of this year's boating season to keep yourself and your passengers safe.

When: June 2024

Duration: 2 hours

Katie Alley
295 Stillwater Dr.
Horseheads, NY 14845

free to contact me, Katie Alley, at SEO@abc-flx.org.

How to Register

If you have questions about any of these courses, or better yet, if you wish to sign up, please contact: Finger Lakes Chapter Education Director, Andrew Price

seo@abc-flx.org

or send a check made out to ABC-FLX to:

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.

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

www.abc-flx.org

Looking for Something?

ABC-FLX would be happy to hear your requests and ideas. Feel



Long-Term Class Schedule

Seneca Education Department

BOC Level	Title	2024	2025	2026	2027	2028	2029	
Inland Navigator	Classes	ABC	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	2024	2025	2026	2027	2028	2029	
Coastal Navigator	Classes	Marine Navigation			X		X	
		Marine Communication Systems		X				
		Weather	X					X
	Seminars	Tides & Currents						X
		Rules of the Road	C					
		Anchoring						
		Mariner's Compass			X		X	
	Skills	Coastal Nav					X	
		Pyrotechnics				X		

BOC Level		Title	2024	2025	2026	2027	2028	2029
Advanced Coastal Navigator	Classes	Advanced Marine Navigation			X		X	X
		Cruise Planning	X					
		Marine Navigation Systems		X				
		Radar	X					
	Sem.	Emergencies Onboard	X					X
		Marine Radar						
	Skills	Advanced Coastal Nav						X
		First Aid						

BOC Level		Title	2024	2025	2026	2027	2028	2029
Offshore Navigator	C	Offshore Navigation			X			X
	Sem.	Computer Weather Forecasting	X					
		Thunderstorms / Severe Weather	X					
	Skills	Offshore Navigation	X					
		CPR/AED						
Endorsments		Sail	X		X		X	
		Boating on Rivers, Locks, and Lakes				X		X
		Canadian Regulations		X				
		Paddlesmart		X			X	
Other		Instructor Development					X	
		Instructor Recertification	X		X		X	
		Operations Training					X	
		Celestial Navigation	X			X		

Table Key

X = Planned

C = Completed

Sailing the British Virgin Islands

By Jim McGinnis

SV Brewster

February 2024

I would like to share a little info about our recent sailing trip. Lynne and I traveled on Silver Airways from San Juan to Beef Island, Tortola last week. We took a taxi immediately to the Mooring's Base and got on board *S/V Tantalizer* with two other couples. The boat was a 2018 Moorings 45.3 monohull that we had chartered.

We headed out of Road Town and were immediately hailed by the pilot boat to wait a bit while a massive cruise ship headed out to sea. Then we sailed east in Sir Francis Drake Channel to Virgin Gorda and stayed at Leverick Bay on a Boatyball mooring.



Figure 12: Two massive cruise ships in Road Town.

Take a look at the Boatyball website – BoatyBall.com – you can reserve a mooring ball at 7AM for a mooring that afternoon. Awesome! We used it almost every day and never had to wonder if we had a mooring ball at our next destination.



Figure 13: Of course we are racing this guy!

The next morning, we went to the Bitter End Yacht Club and bought snapper filets and a Key Lime pie. A helpful Mooring's maintenance guy, who just happened to be there, swapped out our propane tank, which had already run dry at 10 AM. We headed to Anegada on a course just about due North in 10 to 15 knots of wind out of the southeast. We got the boat easily to 8 knots then continued towards Anegada and picked up the red boatyball for the night.

At Anegada in the morning we saw a number of small turtles swimming by and a magnificent frigate bird in the distance. We also saw skates jumping out of the water.

The next day we rented a jeep and drove around to see the local sites, flamingos from an observation deck, and the famous Conch Island. There were small packs of goats everywhere walking around on the roads on the island and many young kid goats. We drove following the signs for half an hour, trying to find the Iguana Conservatory. Finally, a

woman that we asked for directions, volunteered to take us to the site and she showed where they were being raised in cages. The iguanas are protected from feral cats on the island until they get big enough to fend for themselves. 6 feet full grown!

That night we had a terrific dinner at the Anegada Reef Hotel, right on the waterfront. The next day we set sail early for Marina Cay and sailed due West in 15 to 20 knot winds.



Figure 14: Oh yeah, he's probably not racing us.

We sailed into Marina Cay and picked up a mooring ball. We went into the Scrub Island Marina to buy more provisions. We saw the Colgate Offshore Sailing School. (That would be a fun place to learn to sail!)

Scrub island is a beautiful resort, but hotel rooms are \$700 a night. We saw amazing, huge homes in the hillsides all over the Virgin Islands, and none more impressive than some of the homes on Scrub Island.

The next day we sailed to Little Jost Van Dyke and Great Harbor for a mooring. We had

dinner on the Island at Corsair’s Restaurant and walked the harbor road to Foxy’s famous bar just to see the sights.

The following day we sailed around Tobago Island avoiding several huge rocks on the way to Soper’s Hole. Here we had a slip with power for the evening and were able to walk through the small town area to have dinner at Pusser’s Restaurant.



Figure 15: Dinner at Soper's Hole Marina.

The last day we sailed east up Sir Francis Drake Channel and

sailed past Road Town to an open mooring field where we had lunch. Then it was time to head back to Road Town and turn in the boat.

The weather was sunny and 80°F every day with great wind.



Figure 16: BVI weather – lather, rinse, repeat!

The BVI really is an excellent cruising ground. Every Moorings employee that we met did a fantastic job helping us

with any issues that we had. The Dock Master, who helped us dock the boat, said that the monohull sailboats are being phased out in favor of the big catamarans and power cats that make more money for them. So don't delay. Make your plans now!

- Jim



Figure 17: Lynne at Road Town Mooring's base.

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Cold Water Recovery – The Truth

By Mario Vittone

Sitting in the chief's office of Coast Guard Station Fairport Harbor in Mentor, Ohio, I'm reading the legal release that I have to sign if I want to be part of this project. I'm reminded again that one of the risks associated with cold water immersion is "sudden cardiac arrest." A few paragraphs down I'm asked to release the project's sponsor from any responsibility on behalf of myself and "my heirs" (excuse me?) should the rescue team be unable to revive me. I think, "Seriously, what the hell am I doing here?"

Beyond Boot Camp; Rescue, Recover, Rewarm – is a follow up DVD to [Cold Water Boot Camp](#) on the best techniques and practices used to safely recover hypothermic victims from cold water. My job? Easy. Get in the water and stay there until I am hypothermic. If you read my [last article](#), then you know it will take at least an hour in the sub-40-degree lake to get my core temperature to drop that far. I sign the form and think one more time, "what the hell am I doing here?"

Two days later I'm lying on a stretcher, wrapped in a cocoon of blankets, violently shivering and in considerable pain. The water temp on lake Erie had dropped to 32.6 – the effect freezing water has on your hands, feet, and other ...parts... is amazing. Dr. Gordon Geisbrecht – the project's medical director and

the world's leading authority on environmental injury – had lowered the max immersion time (thanks Doc) to insure that the pain was not accompanied by real damage. Still, me and the other idiots who signed the release form were in considerable pain and discomfort. Looking up at the professional medics, firefighters, Coast Guard, and other municipal rescue workers I realized exactly what the hell I was doing there. We were all learning things.

It turns out that there are as many misconceptions about the treatment of hypothermia as there are myths about the condition itself, and if this project would help save lives like Cold Water Boot Camp did before it, then that was reason enough to be cold and wet just one more time.

The National Water Safety Congress released the DVD last

United States Coast Guard, Retired

winter, but I thought I'd share to gCaptain readers what we learned about caring for victims of accidental cold water immersion.

Important Note: *What follows is advice about caring for victims pulled from cold water – specifically tailored for mariners at sea. This is because "at sea" is a place that often also means "hours, if not days, from advanced care". That makes "at sea" a much different place than say "at the marina – or beach" where professional medical assistance is nearby. As mariners – the reader may need to handle victims from the water to full recovery – so this advice is for you.*

Be careful getting them out

Approximately 20% of those that die from accidental cold water immersion do so during



Figure 18: Being recovered from Lake Erie – December 2010.

the rescue phase. There are ways to get victims out of the water right and ways to do it very wrong. That's because depending on a number of variables including time in the water, age, health, and half a dozen others – victims of cold-water immersion may be in a very fragile physiological state.

Just being in water does things to the human body that change it. The pressure of the water on the limbs – particularly the legs (because they are deeper) – forces blood out of the legs and into the core and this raises blood pressure. When the water is cold, we get the added effect of constricting blood vessels in the outer skin layers and extremities (vasoconstriction – [see The Truth About Cold Water](#)) and this also raises core blood pressure. The body is trying to keep the core warm and more blood in the core and less every where else helps.

Without digging in too deep – you should know that when a person spends long periods of time in cold water, they have changed physically. Their bodies contain warm blood and very cold blood; their heart has a decreased ability to speed up when it needs to, and veins and nervous systems have been temporarily altered in such a way that may have them on an edge very close to significant heart malfunction. They are fragile – and must be treated carefully: Here are some best practices for the recovery from the water phase:

- **Recover them as horizontally as possible:** If

you can avoid lifting them out of the water vertically, do it. If you must lift them out vertically, get them laying down immediately once on board. The hydrostatic pressure on their body has made it easier for their bodies to maintain blood pressure – as soon as they are removed, the heart has to work harder – and a cold heart doesn't do well at working harder.

- **No walking:** They shouldn't be walking around until they are completely recovered. There is some very cold water in those limbs and for the time being, you want it to stay there.
- **Don't make them work for it:** Don't ask them to "pull" or to exert themselves in their own rescue if it can be avoided. Remember, they are in a fragile cardiovascular state and climbing that net after being in the freezing water may be the last thing they ever do.
- **Remember – None of this is as important as getting them out:** If you're at sea, and the only way to get them aboard is by hauling them over the rail like so many pounds of tuna – then haul away. Just do it... carefully, and be very gentle with them once they're aboard.
- **Stay calm – move slow:** They do have to get out of the water – but doing things slow will make them smooth and smooth is what

you want. If recovered to your rescue boat, do not rush at full speed back to the ship. Pounding through waves is just as bad for them as any other rough handling.

Get Them Dry

Just because you got them inside and out of the elements, doesn't mean that they aren't still cooling off. Wet clothes will continue to cool them off and hinder their recovery. Getting them dry sounds easy enough, but this is another area where there is a right way and a wrong way to do things:

- All modesty and dignity can be reserved for another day – once you have them inside the cabin – absolutely every stitch of wet clothing comes off. It is also better to cut clothing off (safely – [medical bandage scissors are best](#)) rather than have them endure the flexing and stretching of the limbs that occurs by pulling it off the regular way. You want them laying down and moving as little as possible.
- Use towels to gently pat the water from their skin and hair – NEVER rub them dry. Trying to rewarm a victim by vigorous rubbing of their skin actually has the opposite effect. It makes them colder. A victim's skin contains the coldest blood in their bodies and by rubbing it, you essentially push it back into play before the body is ready for it.

- Thickness equals warmth: wrapping them in layers of loose-fitting blankets and keeping them inside a warm, dry place is the first goal after removal from the water. Everything you have done so far has been about **preventing further heat loss**: If they are out of the elements, dry, and covered up – you have done at least that.

To get an idea how being wet in a cold environment can affect the human body, watch this video shot during the first day of “Beyond Boot Camp”. This section was filmed to show rescuers how to remove a victim from the water and to a waiting ambulance. I was only in the water for a minute – but after exposure to the 24-degree air and blowing wind for just a few moments – my wet clothes really did a number on my ...comfort... the intense shivering is not an act.

<http://www.youtube.com/watch?v=-w10WytDpFo>

Keep Them Down

Now that they are dry and out of the elements – the recovery can begin. If they are intensely shivering, that's good. But for those who have never seen it before, it is a little disconcerting. It looks awful and feels even worse, but it is just the body trying to regulate temperature. What I can tell you from experience is that the first ten minutes out of the water is far more painful than any ten minutes in it – but that if they

are down and dry and shivering – things are looking very good. What you want to do next is help them..., wait for it..., keep shivering

Get Them Calories

If your recovered victim has been in the water long enough to be shivering violently, then they have been burning an awful lot of calories. Depending on when they last ate, they may be running low on available fuel and need a boost. Knowing that, what do you think is better for your freezing – shivering – crew member; a warm cup of water, or an icy cold soda? (pick the soda) A warm sugary cocoa is better, but the point is that calories are more important than the temperature of the drink. They need the calories to fuel the shivering until they are fully recovered.

Warm Them Up (maybe)

There are many methods and devices for adding heat to help rewarm hypothermic victims. They range from complex medical devices like warm air infused blankets to simple heat packs or hot water bottles. But if it was my ship's hospital, I'd just make sure I had a simple heating blanket. Put on low to medium they will provide radiating heat and everyone knows how to use them. Forced air systems have lots of parts to go bad, and heat packs can cause problems – even blistering – if they stay in contact with very cold skin. Simply cranking the heat up in

the cabin is another way to assist in recovery. A warm bath or shower may seem like a good idea, but it isn't. Remember, the blood in their skin will be cold and not moving for a while. What feels warm to you may be scolding hot to them.

One of my favorite myths about treatment is the old “climb in the sleeping bag with them” idea. Don't – do not – back off. That may be a good idea to stay warm but not a good idea to re-warm a victim of cold immersion. They do not need anyone pressing up against their cold skin and agitating their cold muscles.

Watch Them

People recovering from cold water immersion can look miserable. Their skin may be a red like a bad sunburn, they can shake violently, and they just sound like they are in pain – and they are. But here is the thing: If you have done everything above and they are red and shivering and complaining about how miserable they are – they are probably just fine. They are as uncomfortable as they have ever been in their lives, sure, but they are fine. All you can do is let them lay there and get over it. Just watch them until they are absolutely bored from laying there. None of this “get back to work” stuff until hours have passed. ***Of course, contact your medical authority*** and pass all pertinent information for recommendations. Did they ingest or inhale sea water? If

they did, it can cause problems unrelated to the cold that may require a medevac just the same.

Continued Training

To view the entire video series from Beyond Cold Water Boot Camp, USA – or to order the DVDs for use as a training tool at sea, please visit

www.coldwaterbootcampusa.org. Though produced primarily for professional medics and rescuers – the series is full of useful advice for anyone who works on or near the water.

Disclaimer: The views and opinions expressed by the author are not necessarily those of the Department of Homeland Security or the U.S. Coast Guard.

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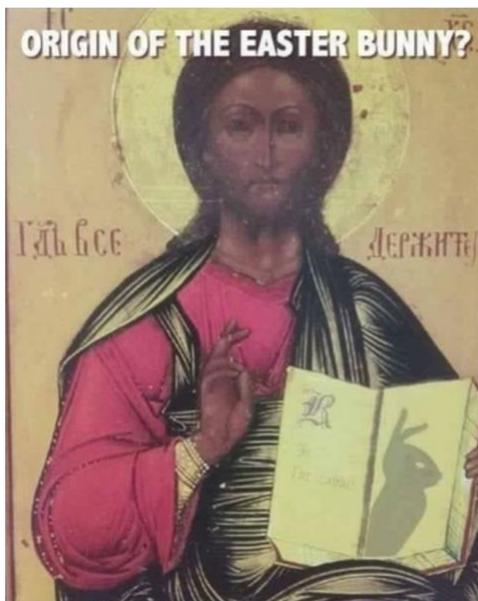


Mario's first experience with at-sea emergencies was as ship's company

aboard the USS Coral Sea, a WWII era aircraft carrier, in 1985. Joining the Coast Guard in 1991 he worked at Training Center Cape May before transferring to the Cutter Point Franklin as a helmsman and small boat coxswain. He graduated from Helicopter Rescue Swimmer School in 1994 and began his career in helicopter rescue with two tours at Air Station Elizabeth City, one at Air Station New Orleans, then finally as an instructor and course developer at the Aviation Technical Training Center in Elizabeth City, NC. He retired from the U.S. Coast Guard in 2013 following four years as a vessel inspector and accident investigator in Norfolk, Virginia.

Mario is a leading expert on immersion hypothermia, drowning, sea survival, and safety at sea. His writing has appeared in Yachting Magazine, Soundings, SaltWater Sportsman, MotorBoating Magazine, Lifelines, On-Scene, and Reader's Digest. He has developed courses for municipal rescue teams and the military on search and rescue tactics and open ocean survival. In 2007, he was named as the Coast Guard Active Duty Enlisted Person of the Year and was named as the 2009 recipient of the Alex Haley Award for Journalism.

He lives and works in Apollo Beach, Florida, as the General Manager of [Lifesaving Systems Corp.](#), the world's leading manufacturer of helicopter and maritime rescue and survival equipment.



Finger Lakes Chapter Apparel Available

By Tom Alley

Tomfoolery

A number of years ago, the Finger Lakes Chapter of America's Boating Club had available embroidered polo shirts for its members. Unfortunately, the supplier went out of business a few years ago, and we haven't been able to make a similar offer since then.

Fortunately, a new (local!) supplier has been found and we can once again offer these shirts to our membership. You've probably seen other members wearing them at various events. Now you can show off your membership as well!

Ordering Information

Product details are shown below and an order form can be found at the end of this newsletter. Send any questions to Tom Alley (tom@abc-flx.org).

ORDER DEADLINE: March 15th, 2024.

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88181P **primeplus**

CORE365 Men's Origin Performance Piqué Polo with Pocket

Product Specifications

	S	M	L	XL	2XL	3XL	4XL	5XL
BODY WIDTH	20.5	22	23.5	25	26.5	28	29.5	31
FULL BODY LENGTH	28	29.25	30	30.75	31.5	32.25	32.25	32.25
NECK CIRCUMFERENCE	17	17.5	18	18.5	19	19.5	20	20.5
SLEEVE LENGTH	19.5	20.125	20.75	21.375	22	22.625	23.125	23.625

Size Chart

	S	M	L	XL	2XL	3XL	4XL	5XL
CHEST	35-38	39-41	42-45	46-49	50-52	53-56	57-60	61-64



Product Features

- Available in men's and lady's styles.
- 4.1 oz/yd², 100% polyester piqué with moisture-wicking, antimicrobial and UV protection performance
- Matching flat-knit collar
- Heat-sealed label
- Three-button placket (men's), four-button placket (lady's)
- Chest pocket
- Side slits
- ABC embroidery above breast pocket
- Custom embroidery available on right sleeve (additional fee)
- Available in 9 colors

78181P

CORE365 Ladies' Origin Performance Piqué Polo with Pocket

Product Specifications

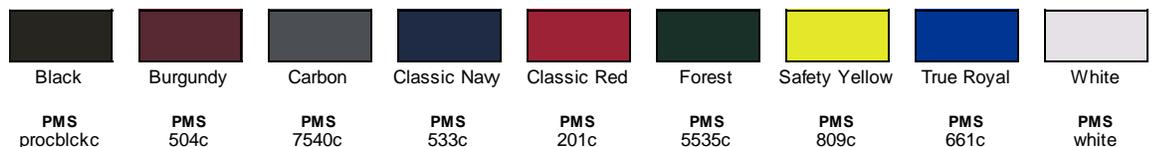
	XS	S	M	L	XL	2XL	3XL
BODY WIDTH	17.5	18.5	19.5	21	22.5	24	25.5
FULL BODY LENGTH	24	24.75	25.5	26.25	27	27.75	27.75
NECK CIRCUMFERENCE	16	16.5	17	17.5	18	18.5	19
SLEEVE LENGTH	15	15.5	16	16.625	17.25	17.875	18.5

Size Chart

	XS	S	M	L	XL	2XL	3XL
CHEST	31-32	33-35	36-38	39-42	43-45	46-49	50-53



9 Available Colors



Change of Watch in Pictures

Photos by Ann Smith

Susquenango Squadron

Many thanks to Ann Smith, wife of DEO Les Smith, for sharing these photos from our Change of Watch held in January. It was cold outside, but we certainly had a warm celebration indoors!



Figure 19: The new Bridge and Executive Committee are sworn in by DEO Les Smith. (L to R) Commander Phil Cherry, Membership Chair Mark Erway, SEO Katie Alley, AO Maggie Martin, XO Kris West, Secretary Jeff Mack, Treasurer Marcia Taylor, EC member Tom Taylor, and EC member Tom Alley.



Figure 20: Mark Erway shares an invocation prior to lunch.



Figure 23: Charlie Fausold, SN-CN, is awarded the District 6 Charles H. Chapman Award for his outstanding teaching abilities.



Figure 25: Dennis Daniels (right) receives his 50-year membership recognition from Commander Phil and DEO Les.



Figure 21: Denis Kingsley announces the annual audit results of ABC-FLX. Yes, we are solvent, and the records are in order!



Figure 24: Chapman Award winner, Charlie Fausold, examines the sextant representing the Chapman Award.



Figure 26: Attendees heard the tale of Geoff Heath as he talks about his 6-week trip to the northern Labrador coast in an open boat.



Figure 22: Commander Phil Cherry is sworn in for the next year of service.

The Last Word

By Tom Alley, SN-CN

SV Tomfoolery

Looking Ahead



Officially, we are just past the midpoint of winter. However, the general lack of snowfall and the recent “February thaws” we have experienced have shifted me into spring commissioning mode – at least mentally. It’s still a bit nippy for me to be turning wrenches on a boat.

Looking back, our “off season” this year seems to have been just as busy, if not busier, than other recent “off seasons”.

Our chapter installed a new Bridge to lead us through the coming year. If I haven’t said so already, I’m excited about the talent and skill that has stepped up to lead us through the coming year. They bring some fresh viewpoints and, if you’ll pardon the pun, a boatload of enthusiasm to help our chapter thrive and grow.

We’ve done some strategizing and have planned a course to steer in the coming months. If all goes well, we will have the most active squadron in our district in terms of education and social activities. I’m very much looking forward to a number of events that are being planned.

Kicking off the spring season will be the District 6 Spring Conference in Penn Yan. For our squadron, it’s close enough that you can attend all the major events without having to cough up the cost of a hotel room. This makes attending the conference very reasonable, financially speaking, so I would encourage all of you to come. You should have already received the notification with conference information in your email.

In April our Education Department will be kicking off a number of classes and seminars to carry us through the spring and summer months. They’ve all been highlighted elsewhere in this newsletter, so I hope you’ll take advantage of them. From an instructor’s viewpoint, this is going to be a fun year!

Once all of our boats are back in the water we can look

forward to a summer full of events from our sister club, the Finger Lakes Yacht Club, along with our own Boater’s Weekend in Sampson in early August. Those of you who have been to Sampson don’t need any coaxing to come back. Those of you who haven’t been there should take note and mark off that weekend on your calendars!

With all of these things looming on the horizon, I spent the weekend on some of my favorite web sites and started ordering bits and pieces I’ll need to commission *Tomfoolery* for her 30th season in the water under my care. The gas grill that served us well for over a quarter of a century will soon retire with dignity and we will (hopefully) no longer struggle to keep the new one lit when the wind is blowing.

I’m getting hungry already. Let the menu planning begin!

- Your Editor, Tom

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As always, send your thoughts about this newsletter to:

editor@abc-flx.org

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Calendar of Events

March 2024

- 01 Finger Lakes *Drum* March issue publication date.
- 12 Bridge Meeting (1900)
- 22-24 District 6 Spring Council & Conference, *Hampton Inn, Penn Yan, NY*. (D/6)

April 2024

- 09 Bridge Meeting (1900)
- 19 Deadline for *The Deep 6* articles (D/6)
- 22 Deadline for *Drum* Articles
- TBA America’s Boating Course, *True Love Schooner, Watkins Glen, NY*.

May 2024

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

June 2024

- 04 Stargazing 101 Event, *Corning Community College “Digital Dome” Planetarium, Corning, NY*.
- 11 Bridge Meeting (1900)
- 21 Deadline for *Drum* Articles
- TBA Celestial Navigation field work begins.

July 2024

- 01 Finger Lakes *Drum* July issue publication date.
- 09 Bridge Meeting (1900).
- 12-16 Lake Ontario 300 Challenge Race.
- 19 Deadline for *The Deep 6* articles. (D/6)

August 2024

- 01 *The Deep 6* summer issue publication date. (D/6)
- 02-04 Summer Boater Weekend, *Sampson State Park Marina, Seneca Lake*.
- 13 Bridge Meeting (1900)
- 23 Deadline for *Drum* Articles
- TBA Celestial Navigation classroom sessions begin.

September 2024

- 01 Finger Lakes *Drum* September issue publication date.
- 10 Bridge Meeting (1900)

October 2024

- 08 Bridge Meeting (1900)
- 25 Deadline for *The Deep 6* articles (D/6)
- 25 Deadline for *Drum* articles
- TBA District 6 Fall Council & Conference (D/6)

November 2024

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

December 2024

- 20 Deadline for *Drum* Articles

January 2025

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

February 2025

- 01 *The Deep 6* winter issue publication date. (D/6)
- 01-10 USPS Annual Meeting (National)
- 11 Bridge Meeting (1900)
- 21 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.

ABC-FLX Apparel Order Form



Breast embroidery graphic.

NOTE: Colors will be different on darker shirts
but will conform to USPS standards.

Order for:

Name: _____

Address: _____

Phone: _____

Email: _____

Circle the size and color desired. Use additional sheets if ordering multiple colors or custom sleeve embroidery.

Description	Color	Size / Price	Qty	Total
MEN'S Origin Performance Piqué Polo w/Pocket <ul style="list-style-type: none"> • Matching flat-knit collar • Heat-seal label • Three-button placket • Chest pocket • Side slits • 4.1 oz/yd², 100% polyester piqué with moisture-wicking, anti-microbial and UV protection performance • Embroidered with "ABC-FLX logo over breast pocket. 	Black	S \$31		
	Burgundy	M \$31		
	Carbon	L \$31		
	Navy	XL \$31		
	Red			
	Forest	2XL \$33		
	Yellow			
	Royal	3XL \$36		
	White	4XL \$36		
			5XL \$36	
Custom embroidery on left sleeve: _____		Add \$5		
WOMEN'S Origin Performance Piqué Polo w/Pocket <ul style="list-style-type: none"> • Matching flat-knit collar • Heat-seal label • Four-button placket (narrow for a feminine look) • Chest pocket • Side slits • 4.1 oz/yd², 100% polyester piqué with moisture-wicking, anti-microbial and UV protection performance • Embroidered with "ABC-FLX logo over breast pocket. 	Black	XS \$31		
	Burgundy	S \$31		
	Carbon	M \$31		
	Navy	L \$31		
	Red	XL \$31		
	Forest			
	Yellow	2XL \$33		
	Royal			
	White	3XL \$36		
Custom embroidery on left sleeve: _____		Add \$5		
Total Due				

Make checks payable to: "America's Boating Club – Finger Lakes Chapter".

Send checks and completed order forms to: Tom Alley, 38 Woodland Dr, Big Flats, NY 14814