

# AMERICA'S BOATING CLUB

For Boaters, By Boaters®




# THE DRUM

A Publication of the Finger Lakes Chapter

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## From The Commander

By *Kris West, S* *SV Zephyr*

### Bright Days Ahead

For those of us who struggle with the dark winter months, looking forward to brighter days is a great antidote. Some people in northern climes use a strategy to shorten the seasons by recognizing eight of them, not just four. So, for instance, our monumentally dreary off-season from October through mid-April can be broken down into more manageable chunks like late autumn, early winter, late winter and early spring. And within each of those chunks, there's plenty to celebrate which, for me, includes watching the changing leaves, observing holidays, playing in the snow, garden planning, welcoming the return of migrant birds, and, like most of you, getting ready for launch day.

Our group of dedicated boaters is currently experiencing our own winter of sorts as we saw membership dip from 60+ people to the mid-40s last year. While that change can be attributed to



the natural ebb and flow of people's lives as they pursue other interests or move away from our area, it also calls us to focus on new member recruitment and member retention. As our former membership chair reported at the Change of Watch meeting in January, and as any good boater knows, declining conditions are cause for a course correction.

I'm happy to report that the whole bridge is on deck working to better serve the boating community and attract new members. Like germinating seeds, most of that activity is going on out of sight so I want to take a moment to recognize those who are pitching in. We've got Jim McGinnis, Charlie Fausold, and

Phil Cherry focused on membership drives and bringing aboard new instructors. Tom Alley, Glenda Gephart, and Ray Margeson are working together on website development and communications strategies. Marcia Taylor helped reactivate our Square account to make receiving payments a smoother process for everyone.

Along with those house-keeping duties, we're offering a great slate of educational opportunities and putting fun on the agenda. With nearly 30 people enrolled to date, and thanks to Brianna's Law, Katie Alley, Scott Williams, and Charlie Fausold will be heading up perhaps the largest ABC class we've ever taught later in May. Maggie Martin and Scott Williams hit the ball out of the park with our first social event of the year at JR Dill that included members of the Finger Lakes Yacht Club. Our annual Rendezvous at Sampson State Park is planned for early August where we'll be offering fun hands-on training sessions along with social activities and an evening of live music and dancing.

Yet, with all this going on we need your help. Membership numbers are down both nationally and locally so this is an 'all hands' situation. I've spoken to a good number of folks this winter asking them how they got involved in ABC-FLX and nearly everyone said they joined because they were personally encouraged

to do so. They were asked. They stayed because they've built great relationships with other boaters and have enjoyed the chance to give back to our area by making boating safer and more accessible.

So, I ask each one of you to think about ways you can personally chip in. Would you like to get involved as an instructor for basic boating skills? Talk to Jim or Charlie. Do you have a friend who's interested in boating but doesn't know where to start? Invite them to one of our gatherings and introduce them around. Do you have topics you'd like to learn or suggestions about how to teach them? Let us know. I'm personally interested in hearing from everyone in ABC-FLX so feel free to reach out to me at [co@abc-flx.org](mailto:co@abc-flx.org) or stop by if you see me on my boat at slip 320 in the Village Marina.

Just like getting through a dark winter by tackling it in small bites, we'll overcome our current dip in membership with each small step toward making it easy and fun for other boaters to join. I'm looking forward to welcoming back our returning members this spring and seeing new faces join the ranks. Thanks for all you do to make this happen.

Now get outside and have fun!

- Kris  
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## The Drum

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# From the Executive Officer

By Jim McGinnis, SN-CN

SV Brewster

## Planning for the Future



These days I am thinking about the health of our wonderful organization and working to support our ABC-FLX Strategic Plan. Phil,

Charlie, and Kris are meeting with me to work on the development of our organization. In light of that, we are planning on conducting the USPS Instructor Training Class this summer to add to the cadre of qualified instructors ready for the many classes we teach. ABC-Basic Boater Safety Class is a big effort for our instructors this year due to Brianna's Law being fully implemented for all age groups.

We are also planning on conducting the USPS "Squadron Operations" Seminar that educates the new and existing Bridge Officers (and anyone in the Squadron) on the Policies, Procedures, Rules, and Roles in the United States Power Squadron – a.k.a. America's Boating Club. What do the XO and AO do anyway? Keep an eye out for these classes and help support your club by attending if you can.

## A Florida Weekend Sail

Just to whet your appetite for launching the boats, I'll let you

know about our sail this past weekend in Bradenton, FL. Lynne and I chartered a Catalina 30 that we have rented a few times before for the Manatee Sailing Association 2025 Terra Ceia Regatta. We picked up the boat Friday at 9AM at a private home dock in Sarasota. (The home port dock SaraBay Marina has not yet been rebuilt from damage stemming from Hurricanes Debbie, Helene, and Milton.) We motored 5 hours up the Intracoastal Waterway, through two bascule bridges which open to let us pass at 1215 HRS Cortez Bridge and 1245 HRS Anna Maria Island Bridge to Terra Ceia Bay.

Friends had warned us that Green Can "7" was missing as we entered near Bird Island. So we were careful to follow the GPS



Figure 1: Navionics Course tide coming in.

course on Navionics. Having both my cell phone app and a Garmin Chartplotter on the boat (set at a different scale) was excellent. Even so, the depth was only about 5 feet at one point and we draw 3ft 10in. Sometimes a foot under the keel is all you get in Florida.

We saw dolphins several times along the way and three large dolphins came right next to the boat as we entered Terra Ceia Bay.

We arrived about 3PM on the dock at the home of our friends Denny and Brigid Vitton. Denny had just finished his new dock since the storm and we were the first to use it. We got power sorted out on the boat, dock lines adjusted and had a cocktail. Another couple joined us all for dinner with lots of stories of Terra Ceia Regatta's of years past.

The next day my crew of Denny and Rick were ready to leave the



Figure 2: An S2 heeling on Terra Ceia Bay.



Figure 3: Sunset on Terra Ceia Bay.

dock at 10AM as planned. We headed out to Terra Ceia Bay to learn the idiosyncrasies of this boat. I was at the helm. We had white caps just starting as we left the Tropic Isles Marina and decided to leave the reef in the main. We could shake it out later if needed. The traveler and main sheet seemed to work ok. Denny adjusted the blocks for the Jib sheets to accommodate a reef in the headsail. We threw in a few tacks in the building breeze. We spoke to the Race Committee on VHF and they had set out four race marks N, S, E and W on the bay. Four boats were entered in the Race two S2's and two Catalina 30's. Suffice it to say, the wind built to 18 knots and gusted to well over 25, so we had our hands full. We did two races and finished last in both. Darn. Even with all the yelling loud encouragement I did, too! We rounded up a few times in the gusts but so did everyone else. Denny, Rick, and I were a good team as it took heading up into the wind and hauling on the traveler lines to move the main sheet block at all. We got an

override on the main sheet winch a couple times which was not set up well on the boat. It can be interesting in winds that gusty when you can't let out the mainsail.

We got to the After Race Party just as it was hitting full swing with a food truck and music at a huge house right on Terra Ceia Bay. We ended up third in the Regatta as one of the S2's retired after the first race. All in all, a really great day on the water.

The next day Lynne and I returned the boat to Sarasota. The winds were even stronger and we were fighting 3 foot seas in fairly shallow water. I had a little concern that we were running out of fuel in heavy winds in the Intracoastal Waterway as the fuel gauge was bouncing off E to  $\frac{1}{4}$  tank. I shut off

the engine and rolled out the jib part way to conserve fuel. I called the boat owner on my cell and he told me that  $\frac{1}{4}$  really means more than half full on that boat. Oh good to know! Getting back to the dock was no problem.

So we are heading back to NY soon. Looking to launch S/V *Brewster* in the water by 5/24/25.

- Jim

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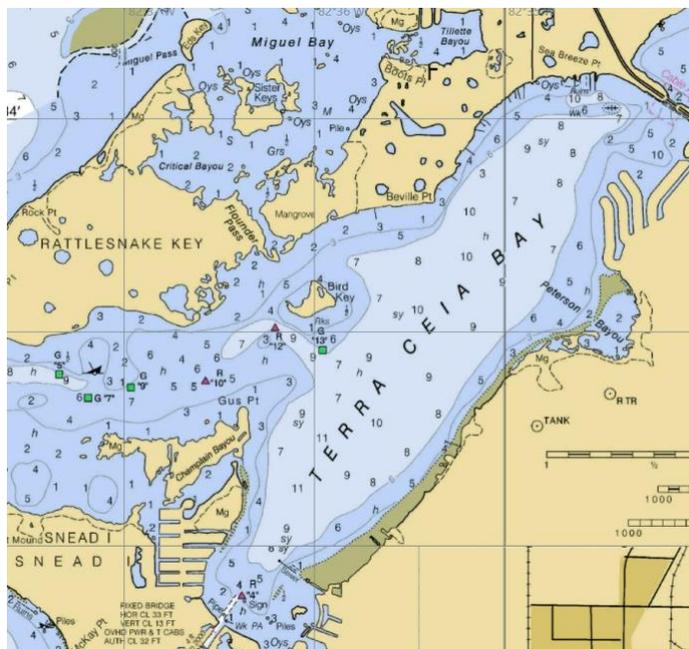


Figure 4: Terra Ceia Bay is 2.5 NM Long. Perfect Race Course!

## From the Administrative Officer

By Maggie Martin

### Cruising the BVIs



'Cruising the British Virgin Islands' was the subject of a talk given by Captain Scott Williams at

the gathering at JR Dill winery in Burdett on Tuesday, April 15<sup>th</sup>. A group of about 25 members and guests enjoyed hearing his description of a recent trip on a rental catamaran sailboat. He explained that he had just begun sailing six years ago and had earned enough hours working on *S/V True Love* to get his Captain's license.

The BVI is composed of four main, larger islands and about 50 small islands, occupying a 59 square mile area. Prearranged yacht rentals are available at The Mooring Yacht Club in Tortola for \$5000-\$15,000 per week. Their 'bare boat' had four staterooms with private baths, and plenty of room fore and aft on deck. The vessel had twin screws,

full rigging, and watermakers with a 75-gallon tank. They enjoyed fine weather, as is typical in this destination, with air and water temperatures of 85°F and only a few rain squalls.

After checking in and picking up two boats, the group began a cruise that included Cooper Island, Virgin Gorda, Anegada, Virgin Gorda, Norman Island, Indians, and Road Town. They stayed overnight on moorings that were available for rent from 'Boaty Ball' or first come, first served for free use. They sailed only in daylight, as the reefs are treacherous. There were popular destination spots along the way, including The Baths, snorkeling, and rum-inspired watering holes. We all enjoyed vicariously as his slides made a memorable impression.

Scott went on to describe his latest boat delivery where he

served as a mate on an Outer Reef luxury cruiser from Fort Lauderdale, FL to Norfolk, Connecticut over 6 days. Moving 24 hours per day, and staying within 3 miles offshore, it was 'loaded' with electronics, radar, and guided by Starlink.

The trip was full of interesting circumstances. Traveling through New York Harbor they were in range of just about every form of transportation from airplanes and helicopters to jet skis, ferries, fireboats, tankers, cruise ships, and pleasure craft. The development along canals in Fort Lauderdale is also astonishing. The delivery was successfully uneventful.

We appreciate hearing about these adventures!

- Maggie

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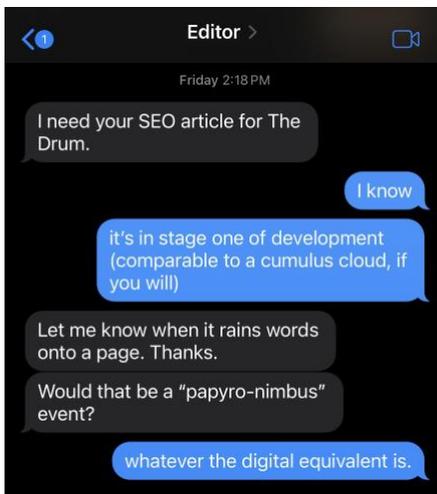
Figure 5: Map of Tortola, BVI displayed at the JR Dill winery during Capt. Williams' presentation.

# From the Education Director

By Katie Alley, JN

SV Tomfoolery

## Applied Meteorology



Did you know that thunderstorms have three stages of development? In stage one, a cottonball-like cumulus cloud grows into a cumulonimbus cloud. A cumulonimbus cloud is a towering, bulging cloud that reaches heights several miles up into the atmosphere. Warm, moist air flowing into the cloud builds it vertically. Ice crystals form in the cloud.

In stage two, the ice crystals grow big enough to fall to the ground as precipitation. Warm, moist air continues flowing up into the storm. Cool, drier gusts come down from the storm. Winds are shifty, and thunder, lightning, and

hail occur during the storm's mature stage.

In stage three, the cool air flowing downwards cuts off the warm air rising upwards. The thunderstorm dissipates.

The Weather class is currently learning all about this and more – the atmosphere, how heat and energy travel and behave, wind, pressure, humidity, water's role in the atmosphere, tornadoes, and optical illusions. Lead instructor Tom Alley was able to secure the Corning Hanger as a meeting location for us and we've been loving it. A few of the Corning Incorporated aviation staff are listening in on our class as well and they've shared how the weather relates to plane activities they oversee daily. The class will wrap up in May.

A rainbow is the result of sunlight reflecting and refracting in and off of water droplets in the sky. The sunlight separates into the colors of the visible spectrum. The water droplets act as mirror and prisms.

The different colors bend at different angles and appear as a rainbow!

## Educational Forecast

In other forecasts, 2025 is expected to keep the education department busy as Brianna's Law comes into full effect. I've had many inquires about replacing lost boater's safety cards, NYS recognizing other state's cards, and who exactly is required to have a boater's safety card. (The short answer to that last question is, "Everyone.")

Charlie Fausold and Dennis Daniels led a successful offering of ABC in Waterloo for seven students. The Lyons National Bank was a great place to host the class again. Dennis graciously subsidized part of the cost of this class for the students and also provided pizza and wings for the group. His passion for safe boating is evident, and we are so grateful for his generosity! Thank you Dennis! And thank you



Figure 6: A rainbow shows itself shortly before one of our Weather class sessions at the Elmira-Corning Regional Airport.

Charlie for helping us teach ABC at both the north and south ends of Seneca for many years!

We have another offering of ABC coming up, starting on May 21<sup>st</sup> at the Valois-Logan-Hector Fire Department. I'm told the space is huge, so we did not set any class-size limit. As of today, I have **26 (and counting) students registered for the class.** This will be the largest class our club has taught in quite some time. (Maybe ever!) The Bridge and involved instructors have brought up excellent ideas to really engage the public with this class and hopefully recruit new members. A strong interest and need for this ABC exists this year. This class offering is a big opportunity for us and also a huge undertaking, since ABC is arguably the hardest class to teach in my experience (lots of information in a short time, registration process for students from the public, creating cards, gathering materials and props, etc.) I am very grateful to have the support of other members to ensure that things run smoothly - namely Kris West, Charlie Fausold, Jim McGinnis, Phil Cherry, Glenda Gephart, and our ASEO, Scott Williams. (Scott delivered an excellent presentation on chartering boats in the British Virgin Islands at our J.R. Dill social event a few weeks ago!) Our collective wealth of knowledge and skills is what makes it possible for us to offer diverse and engaging classes!

The Bridge is receiving updates regarding insurance from National weekly. I am looking into the details regarding on-the-water classes. The most recent update gives me hope that we can schedule Boat Handling without any issues. Kris and I are also looking into planning more informal, short educational meetups. Updates regarding course offerings and "knowledge-

swap meetups" will be sent via email. Our next issue of *The Drum* is due out in July, and I hope to have an exciting schedule set with fun seminars for our Sampson Rendezvous in August!

And on that note, this SEO article is dissipating!

- Katie

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EMAIL KATIE AT [SEO@ABC-FLX.ORG](mailto:seo@abc-flx.org) TO SIGN UP

As of 2025, according to Brianna's Law, everyone, regardless of age, must have a state Boater Safety Education Certificate to legally operate a motorized vessel in New York, including personal watercraft.

# Secretary's Sidenotes

By Jeff Mack, JN

SV Project

## Race Around the Barge – Part 2



The wind was steadily picking up, and the wave action along with it. *Tina* and I didn't like it. We both complained

with creaks and groans as her motion became increasingly roller coaster-like. I was dreading the job that needed doing in the dark and began imagining my way through the process of pulling up the mucky Danforth from the bow, which was now bobbing like the end of a seesaw.

I turned the ignition, and the old Atomic 4 exploded into service. Down in the cabin, the little engine hogs the conversation while running. I hoped the noise wouldn't wake my host, but once I stepped out into the cockpit, I realized the engine's clatter was easily swallowed by the evening's building air—rushing water, hissing leaves, and the creaking of old oaks rubbing elbows on the shore.

I texted Sharon to let her know what I was up to so she wouldn't worry if she saw my boat was gone. With my headlamp switched on, I got to work. Walking to the bow, I kept my knees bent and a good grip on things. I switched on my cheap little silicone battery-powered

LED navigation lights fastened to the bow pulpit. They were a makeshift solution since the built-in ones hadn't worked in a while—and I never got around to figuring out why.

I unhitched the rode from the deck cleat, braced myself between the dinghy and stanchion on the starboard side, and hauled it in, trying to jam it into the hawsepipe as I went—without much luck. Up came the 25 feet of chain, which I let pile onto the stiff, unruly rode. Then came the anchor, which I shoved into the heap of gear on the deck, smeared in mud and muskgrass.

With the boat now loose, the wind and waves started pushing the bow to starboard. I rushed back to the cockpit, shifted into forward, pushed the throttle halfway, and swung the tiller to port. We were off! I looped out northwest toward the center of the lake and then east toward Lodi Point.

The water glowed faintly in the fading moonlight, while the shorelines were mostly black smudges with pinholes of light here and there. I could just make out the point and saw the marina off to the right. As I passed and rounded Lodi Landing, in the lee of the point, the wind died down. I eased off the throttle and found myself in a new world of calm.

I glided forward in neutral, slowly approaching the beach under the darkness shaded by trees. Unlike the weather, I wasn't calm. I was straining to see the shoreline, but it was hopeless. The cloud cover

had thickened, and I watched my position on Navionics closely, looking for ten feet of depth. My depth sounder wasn't installed yet, so I had to rely on GPS—which turned out to be a mistake.

Just as I started thinking the shore seemed closer than the GPS indicated, I saw a faint line of light-colored ground ahead. Then I felt it—something slowly applying the brakes. The boat came to a halt. I'd run aground. Gently, thankfully, but still not great. I immediately shifted into reverse and floored the throttle. Nothing. I needed more power.

I jammed her into forward, pushed the tiller hard to starboard, and opened the throttle wide. *Tina* shuddered, turned to port, and burst free from the beach, pulling away with a good thrust through the shallow water. I headed back to the middle of the lake—my sanctuary from the unknown shoreline.

Grateful to be free, I made a wide loop and approached again. This time, I had the kind of wisdom that only comes from a close call. I realized I'd been too focused on my screen and not enough on the world around me. I adjusted my angle, approaching more from the east behind the point, rather than head-on from the north.

I also kept my eyes out of the boat, letting them adjust to the darkness. I could see the beach much better that way—shapes emerging, sounds shifting, light reflecting off the water. It told me more than my GPS had. I drifted

forward slowly and gave a quick burst in reverse to stall the boat. I found my spot about fifteen yards northwest of where I'd gotten stuck.

I tossed the anchor overboard. It dragged the chain and rode with it. When I backed down on the set, it broke free—so I tried again. This time it held firm.

By now, it was close to 3 a.m. The whole ordeal had only taken

45 minutes, but it felt like three hours. I was exhausted but relieved to be tucked into the protection of Lodi Point. I could look out west and see waves still rushing by, a line of current spilling north past the point, while we sat still in a millpond.

I went below and got ready for sleep. For the first hour, I woke up every 20 minutes to check our position—using GPS and

referencing points on shore through my portlights. But we weren't going anywhere. Not tonight. I finally slept soundly, lulled by the soft patter of rain tapping on the cabin top.

*To be continued.....*

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



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# ABC-FLX News

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## Happy Birthday!

Happy birthday to our members!

### May

- Ray Margeson
- Denis Kingsley
- Jacqueline Alsworth
- Don Kloeber
- Scott Williams
- Phil Cherry

### June

- Dennis Daniels
- Bill Phoenix
- Tom Taylor
- Linda Sampson

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## The Drum Awarded

On March 10<sup>th</sup> *The Drum* was formally awarded the 2024 Distinguished Communicator Award for squadron newsletters. The editorial staff of this publication is thrilled to point out that this is due to the high quality content submitted by the members of this chapter of America's Boating Club.

Thanks, everyone, for making this a great publication!

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## Ocean Navigator & Sail Magazine Cease Publication

Maritime Publishing announced on March 10<sup>th</sup> that they are ceasing publication of *Ocean Navigator* and *Ocean Voyager* magazine. These periodicals served as the go-to source of technical information for those recreational boaters who were serious about long-distance, blue water voyaging.

Citing a declining advertising base and sharply rising printing costs, the publisher stated that it was no longer possible to maintain operations and still deliver a quality product.

*Sail Magazine* also announced it was ceasing publication around the same time.

Existing subscribers to either magazine will receive *Latitudes & Attitudes* magazine for the balance of their paid subscription.

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## ABC-FLX Awarded



Commander/Club President Kris West accepted the award recognizing the Finger Lakes Chapter's contribution toward the USPS's Cooperative Charting efforts during 2024.

The Co-op Charting program is how our club works with the United States Coast Guard to keep navigational charts accurate and up to date.

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## 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 (ABC)

Earn your NYS Boater's Safety Card - a certification now required for all boat operators in New York! ABC-FLX prides itself on offering a unique version of this 8-hour 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. 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

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

**Prerequisites:** None

**When:** May 2025

**Where:** Hector, NY.

**Duration:** Two 3-hour classroom sessions, a 1-hour review session, and the exam.

### Boat Handling

(Previously known as *Seamanship*) Learn how to handle your boat in a variety of situations and become the skipper you want to be. Gain confidence in docking, underway, anchoring, and other seamanship skills.

Our new Boat Handling course is intended for newer recreational boaters who have completed a basic boating class (like America's Boating Course) and want to gain more knowledge, skill, and confidence to boat safely and have more fun in a variety of situations.

Covers the following topics:

- Rules of the Road
- Docking
- Confidently handling your boat underway
- Anchoring
- Emergencies on Board
- Knots and Line Handling

Each topic is also available as a free-standing seminar.

Our instructors will enrich the course with local knowledge, experience, and discussion that will help you expand your boating horizons.

Includes on-the-water sessions!

**Prerequisites:** None

**When:** May 2025

**Where:** Classroom TBA. On-the-water sessions at the Watkins Glen Village Marina.

**Duration:** 7 weeks (including final exam).

### Man Overboard Seminar

According to the US Coast Guard, in 2023 over half of all fatalities among recreational boaters occurred from people ending up in the water, either voluntarily or involuntarily. 87% were not wearing life jackets.

Do you know what to do if someone falls off your boat? Getting to the person in the water is just the beginning. How are you going to get them back into your boat?

We'll show you. Better yet, we'll let you practice this with on-the-water exercises during the Boater's Weekend event at Sampson Marina this summer.

**When:** August 2<sup>nd</sup>, 2025

**Where:** Sampson State Park Marina

This event is still in the early planning phases. Additional details will be announced soon, but it's not too early to get your name on the list! Attendance will be limited based on the number of

boats and instructors we will have available to conduct the class.

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## Instructor Development & Certification

The course has been designed to demonstrate interactive teaching methods focused on adult learning. Students are required to prepare lesson plans and give three presentations to their peers utilizing a variety of teaching aids and presentation skills. The instructor may assign a topic for these presentations, or you may use material and PowerPoint slides from existing USPS courses, and they may build on one another.

For those who are already certified instructors, don't forget that your certification must be renewed every four years. Fortunately, this is easily done by attending a 2-hour seminar to get you caught up in the latest teaching techniques and recommendations.

Details for these sessions are still being finalized, but it's not too

early to get your name on the list if you're interested in helping our club share its knowledge of boating.

**Prerequisites:** None

**Instructors:** Jim McGinnis & Charlie Fausold

**Cost:** FREE to members

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## Operations Training

To many, America's Boating Club (a.k.a., the USPS) is a large, complex organization shrouded in mystery. For many, this is an impediment to getting more involved in the club, which directly impacts your ability to get more *OUT* of the club.

Come join some of our more experienced members to learn how our club is organized and how all these groups work together to get things done. Not only will be time well spent, but the instructors will ensure you have a good time as you learn more about our club!

**Prerequisites:** None

**Lead Instructor:** Jim McGinnis

**Cost:** FREE to members

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## 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, Katie Alley:

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

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

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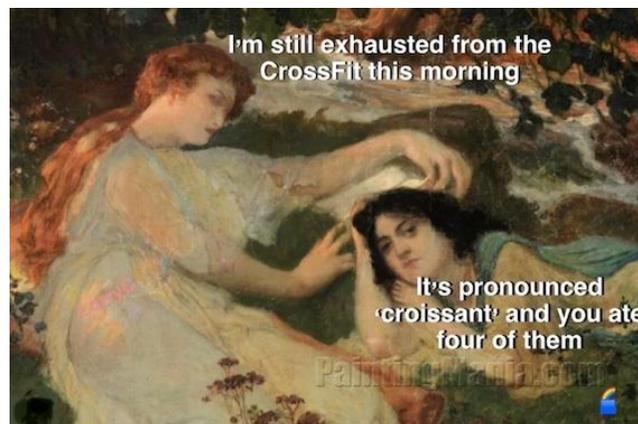
## Looking for Something?

ABC-FLX would be happy to hear your requests and ideas. Feel free to contact me, Katie Alley, at

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

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

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



# Can't

By Edgar A. Guest

Can't is the worst word that's written or spoken;  
 Doing more harm here than slander and lies;  
 On it is many a strong spirit broken,  
 And with it many a good purpose dies.  
 It springs from the lips of the thoughtless each  
 morning  
 And robs us of courage we need through the day:  
 It rings in our ears like a timely-sent warning  
 And laughs when we falter and fall by the way.

Can't is the father of feeble endeavor,  
 The parent of terror and half-hearted work;  
 It weakens the efforts of artisans clever,  
 And makes of the toiler an indolent shirk.  
 It poisons the soul of the man with a vision,  
 It stifles in infancy many a plan;  
 It greets honest toiling with open derision  
 And mocks at the hopes and the dreams of a man.

Can't is a word none should speak without blushing;  
 To utter it should be a symbol of shame;

from the book *Heap O' Livin*

Ambition and courage it daily is crushing;  
 It blights a man's purpose and shortens his aim.  
 Despise it with all of your hatred of error;  
 Refuse it the lodgment it seeks in your brain;  
 Arm against it as a creature of terror,  
 And all that you dream of you some day shall gain.

Can't is the word that is foe to ambition,  
 An enemy ambushed to shatter your will;  
 Its prey is forever the man with a mission  
 And bows but to courage and patience and skill.  
 Hate it, with hatred that's deep and undying,  
 For once it is welcomed 'twill break any man;  
 Whatever the goal you are seeking, keep trying  
 And answer this demon by saying: "I can."

- Edgar A. Guest

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*Taken from a book titled Heap O' Livin published in 1916 © by owner. Provided at no charge for educational purposes.*



## Hobart and William Smith's Veteran

By Captain Dave Rockwell

RV William Scandling



Figure 7: R/V HWS Explorer as she appeared in the late 1970s.

[Many thanks to author Captain Dave Rockwell for granting us permission to reprint his article. He wrote it in 2024 as a Veterans Day tribute to the research vessel that, after 20 years of honorable service in the U.S. Navy, went on to serve our community as a research vessel for Hobart & William Smith College. -Ed.]

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This Veterans Day, as we recognize the service of veterans in uniform, we also pay tribute to one of our own remarkable veterans on the Hobart and William Smith campus: the R/V *William Scandling*.

Originally serving the United States Navy from 1954 to 1974, our research vessel is celebrating its 70<sup>th</sup> year as it

plays a significant role in the academic life of HWS, serving students, teachers and scientists as a floating laboratory on Seneca Lake.

The *William Scandling* was originally built in 1954 at the Mathis Shipyard in Camden, N.J., as one of seven Distribution Box tenders (L-type vessels) for the U.S. Navy. These ships were designed to manage harbor defense mines. Today, only two of these vessels survive: the *Amber Jean*, which is dry-docked and inactive, and the *William Scandling*, which is still operating as a well-maintained research vessel.

HWS acquired the vessel in 1975 from the Maritime Trading Company in Stonington, Maine, where it was known as the *Toro*. Upon

completion of the sale to HWS, the vessel was renamed the *Happy-K* in honor of then-college President Allan Kuusisto (1970-1982). After a journey down the East Coast, up the Hudson, and through New York's canal systems, it finally reached Seneca Lake. Shortly thereafter, it was rechristened the *HWS Explorer* and began supporting daily research and educational activities for HWS students and faculty.

In 1986, the *HWS Explorer* underwent significant modifications designed by the renowned naval architecture firm Sparkman & Stephens. The ship's helm was moved forward by ten feet, making space for a laboratory. Outfitted with lab benches and a computer for data processing, the lab enabled students and professors to conduct research on water samples, analyzing data like dissolved oxygen levels, salinity, and water clarity. The ship also added an 8-ton hydraulic crane with 1,500 feet of stainless steel cable, allowing it to collect samples of plankton, water, and sediment from the waters depths.

During summer, the *William Scandling* becomes a learning platform for local science teachers and high school students through the Science on Seneca program, where they gain hands-on experience in environmental science and data collection.

In 2002, the vessel was renamed *William Scandling* to honor William Scandling, a 1949 graduate and trustee who exemplified dedication to HWS. Today, the *William Scandling* continues to carry the institution's greatest assets—students, professors, and aspiring scientists—on new explorations, making it a proud symbol of service and longevity on Seneca Lake.

This Veterans Day, we honor not only military veterans but also this venerable vessel, which has served HWS and the pursuit of knowledge with enduring loyalty. We also thank and recognize those that have supported the stewardship, curation and continued use of



Figure 8: R/V William Scandling in her current configuration.

this historic asset which allows us to continue explore.

- Dave

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**Robert J. Lowe**  
@nimorapi

The best way to find typos in your work is to carefully and meticulously proofread it, publish it for public consumption, and then casually glance at a random page two weeks later.

# 2023 USCG Recreational Boating Statistics

By the United States Coast Guard

*[These are the latest statistics available, but the story is fairly consistent each year. Expect to see the 2024 statistics soon, probably later this month. -Ed.]*

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WASHINGTON — The U.S. Coast Guard released the 2023 calendar year statistics on recreational boating incidents Tuesday, reporting a decrease in fatalities and incidents.

Fatalities fell by 11.3 percent to 564 from 636 in 2022, while overall incidents decreased by 4.9 percent from 4,040 to 3,844. Non-fatal injuries also declined by 4.3 percent from 2,222 to 2,126.

Alcohol continued to be the leading known contributing factor in fatal boating accidents in 2023, accounting for 79 deaths, or 17 percent of total fatalities.

The data also shows that in 2023:

- The fatality rate was 4.9 deaths per 100,000 registered recreational vessels, a 9.3 percent decrease from last year's rate of 5.4 deaths per 100,000 registered recreational vessels. (In 1971, when the Safe Boating Act was first passed, the rate was 20.6 deaths per 100,000 registered recreational vessels.)
- Property damage totaled \$63 million.

- Operator inattention, improper lookout, operator inexperience, excessive speed and machinery failure ranked as the top five primary contributing factors in accidents.

“Boaters should remain vigilant on the water as most incidents occur when you might least expect them – in good visibility, calm waters and little wind,” said Capt. Amy Beach, Inspections and Compliance director. “The most frequent events involve collisions with other vessels, objects or groundings, which is why it is so important to keep a proper lookout, navigate at a safe speed, adhere to navigation rules and obey navigation aids.”

Deaths occurred predominantly on vessels operated by individuals who had not received boating safety instruction, accounting for 75 percent of fatalities. Open motorboats, personal watercraft and cabin motorboats were the vessel types most involved in reported incidents.

Drowning accounted for 75 percent of deaths, with 87 percent of those victims not wearing life jackets. The Coast Guard reminds boaters to wear serviceable, properly sized and correctly fastened life jackets.

“The most frequent event in fatal incidents involved events where people ended up in the water. A fall overboard, capsizing and cases where a

person voluntarily departed a vessel accounted for over half of fatal incidents,” said Beach.

In 2023, there was a slightly higher percentage of deaths attributed to canoes and kayaks compared to other vessel types. The Coast Guard encourages boaters to check the weather and water conditions prior to getting underway.

The data in the report is based on incidents that resulted in at least one of the following criteria: death, disappearance, injury that required medical treatment beyond first aid, damages to the vessel(s) or other property that equaled or exceeded \$2,000, or a loss of vessel.

In addition to wearing a life jacket and taking a boating safety course, the Coast Guard recommends all boaters attach the engine cut-off switch, get a free vessel safety check and boat sober.

“We praise our state and non-profit partners in boating safety who have endeavored to reduce casualties through educational outreach and enforcement,” said Beach.

The full 2023 Recreational Boating Statistics report is available to the public at <http://www.uscgboating.org>. The report can be found under the “Statistics” menu selection and the “Accident Statistics” submenu selection.

The Coast Guard encourages boaters to explore the website, which provides information about boating safety course

providers, requesting a vessel safety check, what to put in a float plan, choosing the

appropriate life jacket and more.

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## The Last Word

By Tom Alley, SN-ON

SV Tomfoolery

### Mud Season



Those of you who own dogs

immediately understand the subtitle for this column. April showers might bring the May flowers, but they also facilitate the formation of muddy canine companions. And it's common knowledge that the friendliest creature on Earth is a wet dog!

As boat owners, many of us share in the appreciation of this season because the majority of boatyards that I'm aware of are not paved. If your experience is like mine, it doesn't matter where you wind up stored for the winter, it's inevitable that there will be a mud puddle right where you need to place the ladder to work on your boat or right next to the door/trunk of

your car where you need to unload supplies.

When not dodging puddles this spring, I've been busy hunting for temperatures suitable for doing some fiberglassing and painting. My past attempts to work epoxy at low temperatures was such that I don't wish to repeat that experience. Ever. While we've had some days that were good candidates for those chores, most of them fell on days where I'm also expected to show up for my day job. Details, details...

You already heard about my projects in the prior issue, so I'll spare you the redundancy in this installment. Suffice it to say that I was able to plug two holes in the hull and then drill two new ones during the warmer weather over the Easter weekend. It was also warm enough to put some fresh appliance paint on the inside of my 60-year-old ice box in the galley. The original paint was looking pretty tired. The fresh paint is looking better, but still a bit drowsy. I guess it'll need another coat or

two before it looks completely refreshed.

The next big step will be the instrument panel. The existing panel, one that I made from thin teak planks three decades ago to cover holes from the prior generation of instrumentation, will have to be replaced to accommodate the next generation of holes for newer gauges and displays. The first step in the project will be to glue up a new panel and start laying out the instruments in an arrangement that is both practical and functional.

I wonder if there's version of Feng Shui for marine instrument panels? I guess I'll have to Google that. Looks like even the sub-tasks are getting clouded up with details.

Welcome to mud season.

See you in the boatyard!

- Your Editor, Tom

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As always, send your thoughts about this newsletter to:

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

# Long-Term Class Schedule

Seneca Education Department

BOC Level	Title	2025	2026	2027	2028	2029	2030	
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						
		VHF/DSC Radios						
		Using GPS				X		
		Basic Weather and Forecasting			X			
	Skills	Basic Powerboat Handling				X		
		Fire Extinguishers						

BOC Level	Title	2025	2026	2027	2028	2029	2030	
Coastal Navigator	Classes	Marine Navigation		X			X	
		Marine Communication Systems	?					
		Weather	X				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	2025	2026	2027	2028	2029	2030
Advanced Coastal Navigator	Classes	Advanced Marine Navigation		X		X		X
		Cruise Planning					X	
		Radar	X					
		Emergencies Onboard					X	X
	Sem.	Marine Radar (Retired)						
	Skills	Advanced Coastal Nav					X	X
		First Aid						

BOC Level		Title	2025	2026	2027	2028	2029	2030
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						
		Canadian Regulations	X					
		PaddleSmart		X		X		
Other		Instructor Development	X			X		
		Instructor Recertification	X	X			X	
		Operations Training	X			X		
		Celestial Navigation			X		X	

**Table Key**

X = Planned

C = Completed

# Calendar of Events

## May 2025

- 01 Finger Lakes *Drum* May issue publication date.
- 01 *The Deep 6* spring issue publication date. (D/6)
- 14 Bridge Meeting (1900)
- 17-23 Safe Boating Week (National)
- TBA Boat Handling class begins (1900)

## June 2025

- 10 Bridge Meeting (1900)
- 20 Deadline for *Drum* Articles

## July 2025

- 01 Finger Lakes *Drum* July issue publication date.
- 08 Bridge Meeting (1900).
- 18 Deadline for *The Deep 6* articles. (D/6)
- 31-8/3 D/6 Rendezvous, *Sylvan Beach, NY*. (D/6)

## August 2025

- 01 *The Deep 6* summer issue publication date. (D/6)
- 01-03 Summer Boater Weekend, *Sampson State Park Marina, Seneca Lake*.
- 12 Bridge Meeting (1900)
- 22 Deadline for *Drum* Articles

## September 2025

- 01 Finger Lakes *Drum* September issue publication date.
- 01-17 USPS Governing Board Meeting, *Grand Rapids, MI* (National)
- 06 Seneca Lake Barge Race, *Seneca Yacht Club, Geneva, NY*.
- 09 Bridge Meeting (1900)

## October 2025

- 14 Bridge Meeting (1900)
- 17 Deadline for *The Deep 6* articles (D/6)
- 18 District 6 Fall Council & Conference, *Cavalry Club, Manlius, NY* (D/6)
- 24 Deadline for *Drum* articles

## November 2025

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

## December 2025

- 09 Bridge Meeting (1900)
- 19 Deadline for *Drum* Articles

## January 2026

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

## February 2026

- 01 *The Deep 6* winter issue publication date. (D/6)
- 09-15 USPS Annual Meeting, *Myrtle Beach, SC* (National)
- 10 Bridge Meeting (1900)
- 20 Deadline for *Drum* Articles

## March 2026

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

## April 2026

- 07 Bridge Meeting (1900)
- 17-19 District 6 Spring Council & Conference, *Binghamton, NY* (D/6)
- 17 Deadline for *The Deep 6* articles (D/6)
- 24 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.*

