



THE DRUM

From the Commander

Charlie Fausold, N-IN



interest is at stake. If we can help more of the general public come to share our understanding of and respect for the lakes and streams that grace our beautiful corner of the planet it would be a very good thing indeed.

Fair Winds,

- Charlie

This morning's news brought word of a new state law requiring boaters to clean their boats and trailers when moving between water bodies in an effort to prevent the spread of invasive species such as the Hydrilla which has been so problematic in the Cayuga inlet. While some may decry yet another regulation aimed at boaters, it is unlikely that anyone who deals regularly with weed-fouled props, or remembers - as I do - when you didn't need protective shoes to swim in Seneca Lake is among that number.

In USPS we commonly think of our educational mission as applying to boating skills, but fostering good stewardship of the marine environment is equally important. Of course we spend a lot of time on the water, but more than self-

SEPTEMBER 2014

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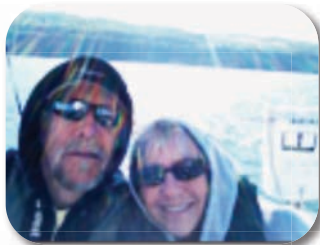


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From the Executive Officer (XO)

By Mark Erway, Executive Officer



All of us may echo the same thought, "How did September get here so quickly?" The summer did seem to short for us as many New Yorkers opine that we suffer from nine months of winter weather broken up by three months of no ice or snow. Never the less we have had some great weather, including a string of weekends that were spectacularly sunny, and there were a number of days of really good wind that really made us "well heeled". I remember one particularly windy weekend where a number of sailboats needed assistance to return safely to the marina, thankfully there was no personal or property damage as fellow mariners came to the rescue. There will be many nice opportunities in the weeks ahead to enjoy the beauty of our Finger Lakes area and I hope we all will be able to get out again and again.

I hope everyone has gotten an opportunity to see the flagpole at the Village Marina in Watkins as it flies the flags of the Finger Lakes Yacht Club, Schuyler County, United States Power Squadron and, of course, the ensign of the U.S.A. It is so nice to see every halyard displaying a flag. Thank you to our Squadron Commander, Charles Fausold for seeing that project through.

And one other thought, the national USPS website has being upgraded and updated recently, so check it out and see what is being offered, like an online seminar called "Weather for Boaters" for \$29.95 during the month of September; also other online seminars like "Partner in Command" and "Boating on Rivers, Locks and Lakes".

Lastly, though the season may be drawing to a close, our activities are not. Our September dinner

meeting is about a blue water sailing adventure, and there will be other dinner meetings throughout the winter months that will inform us or challenge us or help us to dream about something we might someday want to do, watch for further notices.

There will be educational courses offered by our SEO Tom Alley and his able assistants throughout the fall and winter months. So don't shut down, there is plenty to keep us actively involved even though we're not on the water.

We look forward to a great summer on the water!
See you all soon!

- Mark, SV A Fresh Breeze

Educational Updates

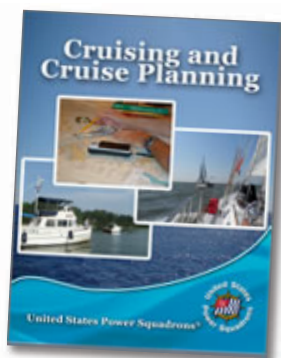
By Tom Alley, Education Officer

A couple of announcements that are liable to generate some interest to start things off, so let's get to it!

Cruising & Cruise Planning

Completely rewritten in 2013, this course replaces the older "Cruise Planning" class from 2003 with expanded content.

There is something very special about the thrill of cruising in new waters and the sense of accomplishment upon completing an extended cruise. To go beyond what most boaters do on a weekend overnight or even a week or so marina hopping requires boaters to leave their normal cruising areas and comfort zones. The Cruising and Cruise Planning course focuses on the planning and preparation necessary for safe enjoyable extended cruises on both inland and coastal waters.



Designed for members who cruise on either a sail or powerboat (owned or chartered) – this course covers the following topics:

- Cruise preparation and planning - General
- Boat and Equipment
- Anchors and Anchoring
- Security
- Chartering
- Cruising Outside the United States
- Crew and Provisioning
- Voyage Management
- Communications
- Navigation
- Weather
- Emergencies

Registration details:

- Prerequisites: None
- When: Thursdays, Sep 25th – Nov 20th.
- Where: Big Flats Community Center
- Duration: 9 weeks
- Instructors: John Read & Cliff Geer

- Registration Deadline: NOW!
- Cost: \$75 (USPS members)

Marine Navigation Systems

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

- Prerequisites: None (MES and MCS recommended)
- When: Spring 2015.
- Where: Big Flats Community Center
- Duration: 9 weeks
- Instructors: TBD
- Estimated Cost: \$70 (USPS members)

Piloting

Piloting is the USPS introductory course to the art and science of navigation. This course takes a practical look at boat navigation in which GPS is the primary instrument used. The course will also teach you the traditional navigational skills needed for those cases when (not if) your boat electronics should suffer some "performance issues."

- Prerequisites: None
- When: Fall 2014
- Duration: 8 weeks
- Instructors: Jim McGinnis & Ray Margeson
- Registration Deadline: TBA
- Estimated Cost: \$95

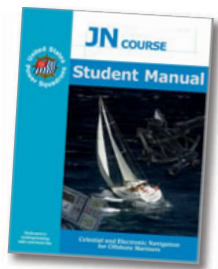
Junior Navigation

The first of two offshore navigation classes that will prepare you to cross oceans. While still utilizing GPS, this course provides the fundamentals of celestial navigation and shows you how to obtain your position utilizing the sun.

This course requires classroom work as well as

Educational Updates (con'd)

fieldwork during which you will collect celestial observations needed to complete the course. The squadron will provide sextants if you do not have one.



For those of you who have endured the intense pace of some of the other Squadron courses to get to this level, you will be relieved to know that we tend to kick our heels back a bit and take our time with this one. The class will start in the fall, but only meet every other week (and take some time off for the Holidays), with a finish date some time in the spring. In addition, this schedule will allow the course to finish up as the weather begins to moderate, providing you with more (and better) opportunities to complete the field work required.

- Prerequisites: Advanced Piloting
- When: Fall 2014
- Duration: 12-16 weeks (meets every other week)
- Instructors: Tom Alley & Jim Morris

- Registration Deadline: TBA
- Estimated Cost: \$140-\$150

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

Don't see something that interests you? Let us know what and we'll look into offering it!

One more thing: We have family discount plans. Ask me about it when you register and we can discuss what is available.

- Tom

Social Activities Committee

By Ray Margeson, SV Hattie L.

The Social Activities Committee is up and running. Becky Lewis, Lynne McGinnis and Carrie Sproul make up the Social Activities Committee and they assist the Admin Officer in planning our social events. Right now, they have made one major change - this year we are skipping the October event which has been plagued by lagging numbers the last couple of years. We will have the September meeting on September 8th with Peter Honsberger regaling with tales of sailing on the *Pacifico*. We are working on a speaker for November that does not emphasize sailing or power - but you will need to wait to find out what is next. Please remember, the Admin Officer does have a deadline to get reservations to our venues, so please get your reservations in early.

After November, our next event will be the change

of watch, probably at the Elmira Holiday Inn again.

If you have any ideas for social events, please contact either me or any of the members of the Social Activities committee.

- Ray

A Study in Details – Part I

By Tom Alley, SV *Tomfoolery*

About an hour into a trip where the wind conditions found us having to rely on the motor, our trusty Atomic Four engine that had served our vessel for 49 years started to make odd noises and lose power. After a few minutes, it became apparent that there was a serious problem developing, so we shut the engine down. Fortunately, we were heading home with some friends who towed us the few remaining miles to port.

After engaging some more friends who are well-versed with the vagaries of internal combustion engines, we arrived at the unwelcome conclusion that #3 cylinder was having issues with either a connecting rod or a connecting pin. At this point any more specificity would not have mattered, as the treatment for either is the same: Remove, rebuild, and replace. So now what?

Identifying Options

What's a sailor to do? Do we fix the Atomic Four or do we look into replacing it? Well, without first identifying the options and what each one entails, it will be impossible to make a rational decision.



Option 0: Do Nothing

There is always the option of “doing nothing.” In this case it would be following the advice of many “experts” that will tell you there is absolutely no economic justification for replacing a motor or repowering a sailboat. Financially speaking, they are sound arguments. While a diesel will increase the value of a boat, it will only add pennies for every Dollar that is spent, if anything.

A brief search on the Internet confirmed that it was cheaper to buy another boat with a similar engine (about \$3500) than it would be to address the issue more surgically. Even if an engine transplant is done, the question remains: What to do with the non-powered boat when finished? Even giving it away could be nearly impossible.

What this argument fails to take into account is emotional capital. The fact is that I like my boat. A lot. OK, I love my boat. I have sufficient emotional investment in this vessel that the odds are extremely remote that I will voluntarily trade or sell her.

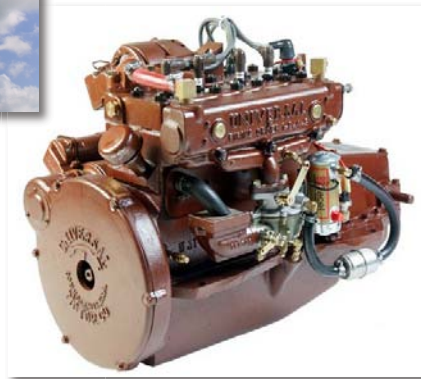
Looking at the situation more objectively, this means that I intend to keep *Tomfoolery* for more than five years. This takes the expense of any remediation and dilutes it over a number of years. Financially, one could look at the expense to have the characteristics of the purchase of, say, a time share, where the up front expense pays for future enjoyment.

Option 1: Rebuild the Existing Motor

The most straightforward way to fix the engine would be to remove it from the boat, take it to a shop, and then overhaul it and replace any parts that looked to be broken or past their service life. There is lots of information available for the Atomic Four on the web and even more is available from Moyer Marine in Delaware (<http://www.moyermarine.com>). Since I was past

the point of being a casual shopper, I started looking into what it would take to rebuild the engine myself.

Rebuild kits start around \$4200, but this assumes that you can re-use many of the existing parts of the engine being serviced.



In my case, I wasn't so sure that this was a valid assumption, and I already knew that there were several “optional” components that had corroded to the point that they would need to be replaced. What made me most uncomfortable was that I would not know with any degree of certainty which parts would need to be replaced or refurbished prior to taking the engine apart and checking each one out. This could introduce all sorts of delays in the rebuilding process. Since we were at the beginning of the sailing season, the

A Study in Details (con'd)

prospect of not having a motor at all for much of it was less than appealing.

Option 2: Swap for a Rebuilt Motor

A second option was to take advantage of Moyer's trade-in program where one's motor is swapped out with one that has been rebuilt by Moyer Marine. The "new" motor would come with some enhancements and would be guaranteed to run. While this option was certainly the most convenient and easiest to implement, the cost was relatively high (about \$5000 after rebates for return of the non-running engine). In the end, I would still have a "vintage" motor and all of the issues that come with it.

Option 3: Replace with a New Diesel



For years I've pined after a diesel. Is it time? I had looked into this option about 10 years ago and found the cost of new diesels to be far in excess of what I could justify to replace a

working engine. Now, however, there was some added justification since some major engine work was no longer optional.

I logged onto the Internet to see what diesel motors would qualify as replacements for an Atomic Four. The two most popular that were mentioned: Phazor and Beta Marine. Both are based on a Kubota tractor motor and are advertised as drop-in replacements for the Atomic Four. A dealer for Beta Marine engines was located within a reasonable distance, so I contacted him for a quote. An hour later I had a quote for \$8100 for the 25 HP model. Mind you, this was just the engine. Some subsequent research suggested additional costs of \$1500 to \$2000 to convert and adapt the fuel, cooling and exhaust systems in the boat to be compatible with the new engine, making the total cost closer to \$10,000.

Putting this into perspective, the cost of a new diesel motor would represent an investment of

nearly half the market value of my Alberg 35. While a diesel does boost the market value of a boat a bit, one would be extremely lucky to recoup 20¢ on the Dollar.

Option 4: Replace with a Used Diesel

While chatting with the shop owner about the new diesel, I asked him if he was aware of any used Atomic Four's or used diesels that might fit my boat.



"Actually," he said, "I do know of one!" Turns out he had a diesel with low hours that had been used as a trade-in on a recent transaction that would fit the Atomic Four engine bed with relatively minor modifications. Asking price was just under \$4,000. With the peripheral conversions that would be needed, the total was looking to be around \$6,000. At this point, the conversation started to get interesting.

Comparing and Ranking the Options

With the options identified, a decision was now required. This involved looking at the problem from several different viewpoints. The table on the next page shows a high-level comparison of the various options. Let's talk through this a bit and see if an option presents itself as a favorite.

The Pros and Cons

"Option Zero" is essentially a non-starter, at least for me, so it didn't even make it into the table. The thought of abandoning my vessel in favor of one with a running motor also brings with it the thoughts of giving up all of the upgrades, modifications and personalization I've performed over the past 18 years I've owned my boat. Even if I were to buy another boat and simply transplant the engines, I would have a motor of unknown vintage with its own problems (along with the probability that this situation will repeat itself in a few years) and I would be passing along all of my headaches to someone else. Sorry, not my style.

Rebuilding the existing motor is the most cost-

A Study in Details (con'd)

	Rebuild Existing Atomic 4	Swap for a Rebuilt Atomic 4	Replace with New Diesel	Replace with Used Diesel
Total Estimated Cost	\$4,500	\$5,000	\$10,000	\$6,000
Relative Time to Implement	Long	Short	Moderate	Moderate
Relative Effort to Implement	High	Low	Moderate	Moderate
Fuel Type	Gasoline	Gasoline	Diesel	Diesel
Spare Parts Availability	Low	Low	Very High	High
Spare Parts Cost	High	High	Low	Moderate
Relative Risk	Highest	Moderately Low	Lowest	Moderate

effective option considered above. However, I've never rebuilt an engine myself before and it is likely that I wouldn't have all of the tools necessary to complete the task properly, which would have an impact on the cost. There is also the high likelihood that additional parts would be needed as additional wear and tear is discovered during the overhaul. Engine rebuilding is also time consuming, meaning that my boat would be unpowered for an extended period, 6-8 weeks, if not even longer. If the calendar said "October" on it, this would not be much of an issue, but since it was early June...

For just a few hundred Dollars more (and that assumes we don't need too many extra parts in the prior option), swapping the engine for one that has been professionally rebuilt is really attractive. All I need to do is send someone a wheelbarrow full of money, wait for an engine to show up, swap it for the one in my boat and then ship back the old motor. I have what is essentially a new engine that is guaranteed to fit into the existing mechanical space and will require no modifications to other boat systems. On the down side, I still have to deal with issues that are part and parcel of the Atomic Four. It's a motor that hasn't been manufactured in almost 35 years and there are very few places to get parts. Where parts are available, they are priced the way single-sourced, low-volume goods are priced (i.e., high). Then there is the issue of gasoline with its known risks and hazards. On the intangible side, is my long-standing wish for a diesel engine.

A new diesel motor would definitely be classed as the best, "cost-is-no-object" option. It addresses all of the shortcomings of the gasoline-fueled Atomic

Four while providing the ability to purchase a motor with a "drop in replacement" footprint. While there would be a fair amount of effort involved to convert other parts of the boat to accommodate the change in fuel, these upgrades would add value to the vessel and the motor would come with a 5-year warranty. In addition, cruising range of the boat could be almost doubled due to the increased fuel efficiency inherent to diesels compared to vintage (low compression) gasoline motors. The down side is the fact that this would take not one, but at least two wheelbarrow loads of money to implement and the increase in value of the boat would be nowhere near enough to offset the investment required. If a used motor with the appropriate footprint could be found, this would have a very positive impact on the diesel option.

Fortunately, such an option exists. A Westerbeke 30B Three motor that had replaced an Atomic Four in a Tartan 34 just happened to be available. While the engine bed may need some minor modifications, no major structural surgery would be required. With slightly over 400 hours, this motor was basically just broken in and sported an asking price of less than half that of a new diesel. In the end, the difference between a rebuilt Atomic Four and a "gently used" diesel motor should be around \$1,000. Looking at the various options this way, who wouldn't go for a diesel motor for \$1,000?

Sounds like I've talked myself into a solution. Tune in for the next installment to see how the "installments" are going!

- Tom

Seneca Squadron 2014 Calendar

By the Seneca Squadron Executive Committee

January 2014

- 19 Change of Watch
Holiday Inn, Elmira
- 26-2/2 USPS Annual Meeting
Jacksonville, FL

February

- 18 Bridge Meeting (1900)
Kingsley's, Horseheads
- 21 Deadline for Drum Articles

March

- 01 D6 Spring Council
American Legion, Newark
- 18 Bridge Meeting (1900)
Big Flats Community Center Conference Room
- 28-30 D6 Spring Conference
Batavia, NY

April

- 5-7 Spring Conference
Ramada Inn, Ithaca
- 15 Bridge Meeting (1900)
Location TBD
- 25 Deadline for Drum Articles

May

- 5 Dinner Meeting
Location TBD
- 20 Bridge Meeting (1900)
Location TBD
- 18-24 Safe Boating Week

June

- 17 Bridge Meeting (1900)
Location TBD
- 27 Deadline for Drum Articles

July

- 15 Bridge Meeting (1900)
Fausolds, Valois

August

- 19 August Bridge Meeting (1900)
Kingsley Residence
- 29 Deadline for Drum Articles

September

- 03-08 USPS Fall Governing Board
San Antonio, TX
- 8 Monthly Dinner Meeting
Tag's, Big Flats, NY
- 16 Bridge Meeting (1900)
Location TBD
- 27 D/6 Fall Council
Auburn, NY

October

- 21 Bridge Meeting (1900)
Location TBD
- ??-?? Nominating Committee
Location TBD
- 24 Deadline for Drum Articles

November

- 03 Monthly Dinner Meeting
Location TBD
- 07-09 D/6 Fall Conference
Holiday Inn, Waterloo, NY
- 18 Bridge Meeting (1900)
Location TBD

December

- 03 Nominating Committee
Location TBD
- 16 Bridge/COW Planning (1900)
Location TBD
- 19 Deadline for Drum Articles

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

<http://www.SenecaPowerSquadron.US>

or our Facebook page:

<http://facebook.com/SenecaPowerSquadron>

for any last-minute changes.

Seneca Squadron – Who's Who?

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

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Executive Committee Members:
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Pat Jackson Tom Taylor
Jerry Tinz

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

THE DRUM

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