

# AMERICA'S BOATING CLUB®

For Boaters, By Boaters™




## THE DRUM

A Publication of the Seneca Sail & Power Squadron

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Report any errors or omissions to:

[editor@SenecaPowerSquadron.US](mailto:editor@SenecaPowerSquadron.US)

## From The Commander

By Mark Erway, AP

### View From The Bridge

I have the dubious privilege of not only serving as Commander of Seneca Sail and Power Squadron, but also as Secretary for District 6. As Secretary, I've just attended our semi-annual District meetings called Spring Council and Spring Conference.

The Saturday Conference meeting, hosted by the Rochester Sail and Power Squadron, is where all twelve of the Squadron Commanders, their XO's, SEO's and at least two delegates are invited (and somewhat expected) to attend. This is also where we meet with all the other Squadron representatives, our District leadership and a representative from National. It is an opportunity for all levels of members, national, district and local, to meet face to face and exchange information.

Last fall our Chief Commander Louie Ojeda and his wife, Dot, were our guests. Louie, as he likes to be called, is a very dynamic, cordial and inspiring individual. Under his leadership the promotion of our rebranding as "America's Boating Club" began to come together. He spoke passionately about the vision of a new era for our organization.

This year our guest was National Executive Officer Mary Paige Abbot, an avid and capable boater and skipper in her own right. Her background in marketing



and communication and her passion for USPS was evident as she explained that we are still the United States Power Squadrons, but that the trademarked identification of "America's Boating Club – For Boaters, By Boaters" is going to become our identity. We are in the midst of this change as we are in the midst of huge changes in the demographics of the recreational boating community. We will all be wrestling with how to change and adapt as we continue with our mission of educating all recreational boaters, from paddle, to sail to power.

District Commander Jeff Freedman planned a theme called "Women in Boating" and he invited four very accomplished and unique women to speak during the afternoon portion of the festivities. What an impressive time we had hearing of the serious racing and sailing expeditions of our keynote speaker Susan Korzeniewski, holder of seven Women's North American Hobie 16 Championship titles.

Following that was a workshop called “Changes and Challenges in Recreational Boating” featuring Kim Vorchheiner, owner and manager of Ess-Kay Yards, Inc. in Brewerton; Marianne Warfle, manager of the new Port of Rochester Marina; and Susan Peterson Gately of Silver Waters Sailing, an author who teaches sailing in Fairhaven, with a special interest in teaching women to sail. All in all, we were hugely impressed by the exploits and achievements of these fascinating ladies.

Now, to Squadron business.

First, I would like to welcome new members Jeff and Claudia DeMeritt of Painted Post and Fred and Laurie Seip, and their family of Millerton. How pleased we are that you’ve joined us as we all look forward to this boating season and many seasons ahead.

Our Advanced Piloting class is just wrapping up. There is plenty of activity coming up, with a dual focus on our SAIL class kicking off on Tuesday, May 8<sup>th</sup> and Junior Sailing starting up just a couple weeks later. The SAIL class is simply bursting at the seams. Tom Alley told me there are a total of 18 people wanting to participate!!!! Every one of our members, whether new or seasoned, needs to closely look over the calendar in this issue at the offering of summer events, and if you don’t see something there that catches your attention, please contact me at [cmdr@senecapowersquadron.us](mailto:cmdr@senecapowersquadron.us) with suggestions so that we can provide the types of things you are looking for.

Spring launch will soon be upon us (I pray). There are plenty of articles on line about prepping your boat before launching, but one thing you really need to check is your fire extinguisher(s). Follow this link to [KIDDE RECALL](#) for more information about it. Also, our squadron currently has four certified Vessel Safety Examiners who would be extremely pleased to provide you with a free visit on your boat at your convenience to help skippers know if their boat meets basic national and state regulations. It’s not legally binding, it’s simply for your information and peace of mind. Email us at [VSC@SenecaPowerSquadron.US](mailto:VSC@SenecaPowerSquadron.US) for more information and to set up a time.

By the way, if you haven’t checked it out yet, have a look at the USPS offering called America’s Boating Channel at [americasboatingchannel.com](http://americasboatingchannel.com), or visit it via youtube at [America's Boating Club youtube.com/channel](http://America's Boating Club youtube.com/channel). You can subscribe to it and get notifications of all new additions. It’s all part of our new campaign of online education and rebranding.

We are:



Regards,

- Mark, SV Weeble  
[cmdr@SenecaPowerSquadron.US](mailto:cmdr@SenecaPowerSquadron.US)

## The Drum

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### General Information

[info@SenecaPowerSquadron.US](mailto:info@SenecaPowerSquadron.US)

### Commander

Mark Erway, AP  
[cmdr@SenecaPowerSquadron.US](mailto:cmdr@SenecaPowerSquadron.US)

### Executive Officer

[Position Vacant]  
[xo@SenecaPowerSquadron.US](mailto:xo@SenecaPowerSquadron.US)

### Administrative Officer (Acting)

Ray Margeson, AP  
[ao@SenecaPowerSquadron.US](mailto:ao@SenecaPowerSquadron.US)

### Education Officer

James McGinnis, AP  
[seo@SenecaPowerSquadron.US](mailto:seo@SenecaPowerSquadron.US)

### Secretary

Phil Cherry, S  
[secretary@SenecaPowerSquadron.US](mailto:secretary@SenecaPowerSquadron.US)

### Treasurer

Marcia Taylor, AP  
[treasurer@SenecaPowerSquadron.US](mailto:treasurer@SenecaPowerSquadron.US)

### Assistant Education Officer

Thomas Alley, SN  
[aseo@SenecaPowerSquadron.US](mailto:aseo@SenecaPowerSquadron.US)

### Public Relations Officer

Howard Cabezas, P  
[pro@SenecaPowerSquadron.US](mailto:pro@SenecaPowerSquadron.US)

### Vessel Safety Check Chairman

Don Kloeber, AP  
[vsc@SenecaPowerSquadron.US](mailto:vsc@SenecaPowerSquadron.US)

### Web Site Administrator

Thomas Alley, SN  
[webmaster@SenecaPowerSquadron.US](mailto:webmaster@SenecaPowerSquadron.US)

### Youth Committee Co-Chairs

Katie Alley, P  
[katie@SenecaPowerSquadron.US](mailto:katie@SenecaPowerSquadron.US)  
Maggie MacBlane, S  
[maggie@SenecaPowerSquadron.US](mailto:maggie@SenecaPowerSquadron.US)

## From the (Acting) Executive Officer

By Charlie Fausold, SN-IN



Boating has its own nomenclature, customs and traditions dating back centuries, and

the depth of knowledge one CAN acquire, if so inclined, is limitless. It can also be quite intimidating, and among boating couples it is not at all unusual for there to be a disparity in terms of knowledge, experience, and even enthusiasm, with the later often related to the former.

Often, the best way to overcome such an enthusiasm gap is for a couple, or family, to journey together through the

USPS sequence of educational courses. Increased learning along with plenty of “tiller time” leads to greater enjoyment of boating. But there are other approaches.

A good way to get started is by attending a “Partner in Command” program. These 2-hour seminars focus on basic things a crewmember needs to know if the captain should become incapacitated. For example, it is not necessary to know the finer points of docking a boat. All you need to do is get close enough to toss a line to someone on shore. A few commonsense tips can go a long way to increasing one’s comfort level on the water.

Sometimes, internal family dynamics can impede learning. In such cases it may be beneficial to join a peer-learning group – no spouses allowed!

One resource we found helpful in our family is a little book; [It’s Your Boat Too – A Woman’s Guide to Greater Enjoyment on the Water](#), by Suzanne Gieseemann. Written by a woman with over 30 years of experience on the water as a Navy Commander and USGC licensed captain, this nifty guide is intended to help anyone – male or female – make the transition from passenger to that of a competent mate or even master. Packed with information but written in a comfortable, non-condescending style it’s an easy but informative read.

Whatever approach works for you, take the time to think about how every member of your crew can enjoy time on the water together.

- Charlie

[XO@SenecaPowerSquadron.US](mailto:XO@SenecaPowerSquadron.US)

## From the Education Officer

By Charlie Fausold, SN-IN



I completed a sailing milestone for myself this year that is something I have been working towards for

very long time. Lynne and I rented a 41-foot Jenneau in February with two other sailing couples. We rented through Dream Yacht Charters in Fort Lauderdale and sailed 50 miles north in the

ocean to West Palm Beach. We day-sailed there in the ocean and stayed two nights on the anchor near Lake Worth. The next day we returned to Fort Lauderdale via the Intracoastal Waterway, passing under 21 bridges which required calling and coordinating with the bridgetender on each time. We had the trip of a lifetime which we’ll be happy to tell you about it, if you come by Dock 2 this summer.

My reason for telling you now is that the skills I needed to build to do this with confidence were learned in a very large part from attending and teaching classes through our SSPS. You can realize your boating dream and our classes can help.

Charlie Fausold and Ray Margeson just finished teaching Advanced Piloting with a great class. Tom Alley and an all-star cast of coaches are starting a record setting Sail class in May with extensive “on the water” class time.

Right now we are all dreaming about getting back in the water. Set a higher goal and our classes can help you get there.

Fair Winds,

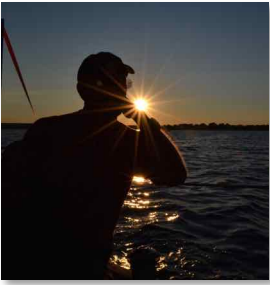
- Jim

[SEO@SenecaPowerSquadron.US](mailto:SEO@SenecaPowerSquadron.US)

# From the Assistant Education Officer

By Tom Alley, SN

SV Tomfoolery



There is much to report in this issue, as your Squadron Commander and I recently returned from the District 6 Spring Con-

ference.

For a number of years, you've been watching a slow evolution in the USPS Education Department as courses have been revised and the entire course catalog has been restructured. A decade or so ago "USPS University" was announced and with it came the certification levels I discussed in the last issue. (For those of you who missed that, I reviewed the Inland Navigator, Coastal Navigator, Advanced Coastal Navigator and Offshore Navigator certifications.) Following the creation of USPS-U, we've seen a steady introduction of seminars. What started as just a few options has grown to a menu of around 40 different topics that can be studied in the seminar format.

## Advanced Grade Restructuring

Announced last year was the pending restructuring of our traditional, classroom-based courses into a more flexible format. Over the next few years we will see the Advanced Grade courses (Seamanship, Piloting, Advanced Piloting, Junior Navigation and Navigation) be updated and restructured from 8-10 week courses into a series of seminars that can be taken individually or as a sequence. Details are still being worked out, but a revised Seamanship class should be available in this new format soon.

For those of you who were hoping otherwise, I'm sorry to report that you will still need to take an exam to be awarded an advanced grade or certification.

Along with the structural changes, updated courses will be given new titles to

better represent their subject matter. Among the advanced grades:

- Seamanship → Boat Handling
- Piloting → Marine Navigation
- Advanced Piloting → Advanced Marine Navigation
- Junior Navigation → Offshore Navigation
- Navigation → Celestial Navigation

Parallel efforts will also be undertaken with the USPS elective courses. As details are released, I'll let you know what to expect.

## Living The Logo

The theme of the National Fall Governing Board Meeting was announced to be "Living the Logo" as USPS National Headquarters begins a two-year push to transition us to the new "America's Boating Club" branding. Special emphasis will be made for newsletters and web sites to adopt this transition quickly. As you can see, the Seneca Squadron is already doing its share to help in this area.

## Sail Angle Communications

A few years ago, Sail Angle was introduced as a secure means of electronic communications within the Power Squadrons. Initially, anyone joining the Squadron would automatically be set up with a Sail Angle account and would begin receiving notices from National, District, and their local squadron.

Unfortunately, this triggered enough complaints about "unsolicited" emails that the automatic enrollment policy was changed to one of manual enrollment. As a result, many squadrons (and District 6) had been sending out notifications on the assumption that everyone was getting them, only to learn now that our new members were being left in the dark.

As a result, alternate means of getting announcements out will need to be developed.

## Squadron Closures

Our sister squadrons in Western New York continue to have problems. Last year we witnessed the dissolution of Hamburg and Niagara Squadrons. At the Spring Conference this year we learned that two more squadrons will be ceasing operations. Lockport Squadron will be dissolving, and its remaining membership will be merged with Swiftwater. Buffalo Squadron will be dissolving as well, but it is unclear if their members will be formally merged with another squadron.

Closer to us, the Auburn Squadron is having serious problems with maintaining active members. It is likely they will be encouraged to merge with the Ithaca Squadron.

## On The Brighter Side

Not wanting to end on a depressing note, I'm pleased to report near-record sign-ups for our class offerings. We enjoyed a lively AP class this spring with a "full house" at each session in the Watkins Glen Public Library.

Our Sail class had to be moved to a larger venue after 16 people signed up for the class. Many, many thanks to the Seneca Squadron volunteers who heeded to call to help accommodate this large class by offering to teach some of the classes and host some of the on-the-water sessions aboard their boats!

Junior Navigation is also enjoying some popularity, with 7 students currently signed up. This course doesn't come around too often, so if you are even remotely interested in it, please contact me as soon as possible. We will begin collecting data for sight folders in mid-June. Classroom sessions will begin in the fall.

- Tom

[ASEO@SenecaPowerSquadron.US](mailto:ASEO@SenecaPowerSquadron.US)  
[ADEO@USPSD6.org](mailto:ADEO@USPSD6.org)



# Long-Term Class Schedule

Seneca Education Department

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

## Upcoming Classes & Seminars

### Junior Navigation Class

#### Starts June 23<sup>rd</sup>

You have no doubt noticed that, as you progress through the various USPS “grades” that the subsequent courses are offered on a less frequent basis. For example, the AP class is only offered every 2-3 years (at best). I’m writing you today to make sure all of you are aware that we will be starting our next JN (Junior Navigation) class, the successor to AP, this summer. We have not offered this class in, I believe, nearly four years.

The Junior Navigation class is a completely different way of approaching the subject of navigation. Even if you never plan to venture offshore, it is an interesting class that combines a bit of astronomy, Earth science, and a touch of physics to the art of navigation. After taking it, you will find a new awareness of things that happen in the sky above your head. In short, if you’re a curious individual, I think you’ll find the class quite engaging.

The JN class is composed of two parts. There is the classroom portion where you will learn the theory and the process of navigating using nothing more than the sun, a sextant, and a timepiece. Then there is some “field work” you need to do to demonstrate your ability to step through the mechanics of executing the

sight reduction process. As with all USPS advanced grade courses, there is a final exam to certify your understanding of the subject. The classroom sessions can be completed in 8 to 16 weeks (depending upon whether we meet each week or every other week). The field work can be completed in 2 or 3 weekends, assuming the weather cooperates. All field work must be submitted in a sight folder before any JN student can qualify to take the final exam.

Historically, we have seen a high attrition rate among students who have completed the class but failed to complete their sight folders. Part of the reason for this is that the classes typically ended in late winter or early spring, making for weather conditions that discouraged going outdoors to take sights. As a result, we’re going to flip things around a bit and walk everyone through the field work FIRST (while the weather is nice), and then show you what to do with all of the numbers you’ve collected later.

Here are the details:

- **When:**
  - Field Work to begin on Saturday, June 23<sup>rd</sup> at 10:00am. We will hold additional sight taking sessions every few weeks throughout the summer.
  - Classroom sessions to begin in September or early October at a

date/time/place convenient to all.

- **Where**
  - Field work will be at Seneca Lake, either on the water or at an agreed-upon location to facilitate suitable solar observations.
  - Classroom location will be determined by the class later in the summer.
- **Instructors:**
  - Tom Alley
  - Jim Morris
- **Cost:** \$150 per student (includes textbook and a current nautical almanac). \$74 for each additional family member.
- **Registration Deadline:** **Thursday, May 31, 2018**

The squadron will make sextants available for use with the course. (Depending on the class size, you may have to share, and, unfortunately, we will definitely make you give it back when the class ends!)

Once you complete the JN class, you will be eligible to take the N (Navigation) course, which is really the second half of an education in celestial navigation. That course will be run in a similar format to the JN class and will begin in the summer of 2019.

If you thought AP was fun and interesting, I'm confident that you'll find JN even more so!

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## Seneca Junior Sailing

### Starts May 25<sup>th</sup>

Seneca Junior Sailing will kick off its fifth season this month. A summary of the program is as follows:

- **Who:** High-school-aged youth.
- **Where:** Watkins Glen Village Marina, Watkins Glen, NY.
- **When:** Saturdays in June and July. Program will wrap up prior to the D/6 Rendezvous fleet departure.
- **Instructors:** The program is led by Captain Tom Alley with the assistance of numerous volunteer coaches of great experience.
- **Cost:** Base cost is \$120 per student. Additional fees apply if students sign up for peripheral programs such

as the ABC class, Sailing class, or invitational extended trips.

For more detailed information, please contact ASEO Tom Alley and ask for the information packet for this program. His e-mail address is at the end of this section.

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## America's Boating Class

### Starts August 9<sup>th</sup>

Seneca's youth-focused ABC class will be held from 7-9 p.m. on Thursday evenings, August 9<sup>th</sup> and 16<sup>th</sup> at the Watkins Glen Yacht Club.

An optional on-the-water component will be offered on Saturday morning, August 18<sup>th</sup>, at the Watkins Glen Village Marina.

Following the on-the-water session, a pizza lunch will be available for all students at the Watkins Glen Yacht Club at noon. Immediately after lunch, the final exam will be administered. All exams

will be graded and certificates will be awarded to passing students that afternoon.

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## How To Register

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

SEO Jim McGinnis, Seneca Squadron

[seo@SenecaPowerSquadron.US](mailto:seo@SenecaPowerSquadron.US)

ASEO/ADEO Tom Alley

[aseo@SenecaPowerSquadron.US](mailto:aseo@SenecaPowerSquadron.US)

or

[adeo@uspsd6.org](mailto:adeo@uspsd6.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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## From the Public Relations Officer

*By Howard Cabezas, P*

Happy Spring everyone. It is great to see the marina waking up from a long winter, looking forward to warmer weather.

As most of you know the Power Squadron is going thru a rebranding effort and we are now transitioning to

"America's Boating Club". We are in the process of figuring out what our official local chapter name will be. Please be patient with us as we go thru and update everything to the new local and national names. As soon as we have everything figured out we will let everyone know, in

the meantime let's get out and enjoy Seneca Lake.

Happy Sails!

- Howard

[PRO@SenecaPowerSquadron.US](mailto:PRO@SenecaPowerSquadron.US)

# USPS News: Local, District, National & More

## Want To Go Cruising?

*By Tom Alley, Asst. Education Officer*

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

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

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

[aseo@SenecaPowerSquadron.US](mailto:aseo@SenecaPowerSquadron.US)

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

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

## Welcome New Seneca Squadron Member:

### John Flick



John Flick grew up in Western NY and received a BS in Electrical Engineering from West Virginia University. Working for Department of Defense contractors and traveling extensively as a field engineer was exciting, however, his true passion lived in the recreational boating industry. Changing careers and starting over led to jobs at West Marine, selling for a marine electrical equipment manufacturer in Seattle and working for a mom and pop Boston Whaler/Larson dealer in Penn Yan as a service writer.

John had the great fortune of being a stay at home dad for a decade. He is extremely proud of his daughter who is currently a graduate student (studying medicine) at Boston University.

Extensive marine systems schooling in Maine and Florida was used as a catalyst to start his own business, SAFE YACHT Surveying. His company was named as such to promote safety.

John currently enjoys traveling and spending time with his two little girls: a 23' ComPac sailboat and a 25' Crownline express on Keuka Lake in Hammondsport. USCG Captain John's motivation for joining the power squadron is to learn and contribute as much as possible.

## Bavaria Yachts Files For Bankruptcy

[Scuttlebutt.com](http://Scuttlebutt.com)

Bavaria Yachts, one of the world's largest production boatbuilders, is in financial trouble after US investors decided to withdraw support for the company. According to German magazine Yacht, US investors Oaktree Capital Management and Anchorage Advisors pulled out a day after the sacking of Bavaria's CEO, Lutz Henkel. The investors are said to be giving the German builder a 'soft landing', guaranteeing three months of operation until the yard closes for its annual summer holidays. [Full report.](#)

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## Too Wicked To Return

*From Sailing Scuttlebutt*

The World Meteorological Society has retired the names Harvey, Irma, Maria, and Nate from being used to name Atlantic Hurricanes in the future.

Typically storm names will be reused every six years, but if the storm was so deadly or destructive that the future use of the name would be insensitive, then the name is retired. The names Harold, Idalia, Margot, and Nigel will appear on the 2023 list of Atlantic Hurricane names instead.

Hurricane Harvey made landfall over Texas as a Category 4 hurricane in late August. The storm broke the record for highest rainfall total from a US Tropical Cyclone after 60.58 inches of rain was recorded near Nederland, TX. Harvey is the second costliest storm in US history, second only to Hurricane Katrina in 2005. At least 68 deaths

have been directly attributed to the storm.

In September Hurricane Irma swept across the northern islands of the Caribbean before making US landfall over the Florida Keys as a Category 4 storm. 7 direct deaths and 85 indirect deaths occurred in the US due to Irma.

Also in September, Hurricane Maria made landfall over Cuba as a Category 5 hurricane then made another landfall over Puerto Rico as a Category 4. Maria is the third costliest Hurricane in US history. Maria caused 33 direct deaths outside of the US and another 65 deaths in Puerto Rico. The number of indirect deaths due to Maria is not currently known.

*Scuttlebutt.com*

Finally Hurricane Nate made landfall in October. Nate was at its most destructive over Central America, causing 45 direct deaths. The storm made landfall on the Mississippi Gulf coast as a Category 1 hurricane, with no direct deaths caused in the US (2 indirect deaths were reported due to a traffic accident).

Here are the names for the 2018 Atlantic hurricane season on June 1-Nov. 30:

Alberto, Beryl, Chris, Debby, Ernesto, Florence, Gordon, Helene, Isaac, Joyce, Kirk, Leslie, Michael, Nadine, Oscar, Patty, Rafael, Sara, Tony, Valerie, William.

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*Source: KAGSTV.com and WHNT.com*

## Drowning Doesn't Look Like Drowning

*By Mario Vittone*



One of the first things I ever wrote for publication was a short article about

drowning recognition for a Coast Guard magazine. A few years later, I

*United States Coast Guard, Retired*

adapted the piece for recreational boaters. I tried my best to get it published, but no one wanted it. *Reader's Digest* said it was "too dark," and everyone else (including *Soundings* magazine) simply ignored the submission. Thanks to a friend of mine who had a blog, my piece on drowning was first posted eight years ago to the day in 2010. It went viral and crashed his website. Since then, it's been translated into 15 languages, was published in the *Washington Post*, and *Reader's Digest* eventually requested to buy the rights. After years of saying yes to requests to republish, repost and translate (there have been hundreds), I released the piece to the public domain. But I never got the article into a major boating magazine as I intended. Well, this is my blog, so I like my chances this time.

Summer is coming, folks, and I think the short article below is the most valuable thing I've put together, ever. I



wanted to make sure followers of this blog have read it.

## Drowning Doesn't Look Like Drowning

The new captain jumped from the deck, fully dressed, and sprinted through the water. A former lifeguard, he kept his eyes on his victim and headed straight for a couple who were swimming between their anchored sportfish and the beach. "I think he thinks you're drowning," the husband said to his wife. They had been splashing each other, and she had screamed, but now they were just standing neck-deep on a sandbar. "We're fine, what is he doing?" she asked, a little annoyed. "We're fine!" the husband yelled, waving him off, but his captain kept swimming hard toward him. "Move!" he barked as he sprinted between the stunned owners. Directly behind them, not 10 feet away, their nine-year-old daughter was drowning. Safely above the surface in the arms of the captain, she burst into tears and screamed, "Daddy!"

How did this captain know — from 50 feet away — what the father couldn't recognize from just 10? Drowning is not the violent, splashing call for help that most people expect. The captain was trained to recognize drowning by experts and years of experience. The father, on the other hand, learned what drowning looks like by watching television.

If you spend time on or near the water (hint: that's all of us), then you should make sure that you and your crew know what to look for when people enter the water. Until she cried a tearful, "Daddy," the owner's daughter hadn't made a sound. As a former Coast Guard rescue swimmer, I wasn't surprised at all by this story. Drowning is almost always a deceptively quiet event. The waving, splashing and yelling that dramatic conditioning (television) prepares us to look for is rarely seen in real life.



The Instinctive Drowning Response, so named by Francesco A. Pia, Ph.D., is what people do to avoid actual or perceived suffocation in the water. And it does not look like most people expect it to. When someone is drowning there is very little splashing, and no waving or yelling or calling for help of any kind. To get an idea of just how quiet and undramatic drowning can be, consider this: It is the number two cause of accidental death in children age 15 and under (just behind vehicle accidents). Of the approximately 750 children who will drown next year, about 375 of them will do so within 25 yards of a parent or other adult. In 10 percent of those drownings, the adult will actually watch them do it, having no idea it is happening.

Drowning does not look like drowning. Dr. Pia, in an article he wrote for the Coast Guard's *On Scene* magazine, described the instinctive drowning response like this:

- Except in rare circumstances, drowning people are physiologically unable to call out for help. The respiratory system was designed for breathing. Speech is a secondary or overlaid function. Breathing must be fulfilled before speech occurs.
- Drowning people's mouths alternately sink below and reappear above the surface of the water. The mouths of drowning people are not above the surface of the water long enough for them to exhale, inhale or call out for help. When the drowning people's mouths are above the surface, they exhale and inhale quickly as their mouths start to sink below the surface of the water.
- Drowning people cannot wave for help. Nature instinctively forces

them to extend their arms laterally and press down on the water's surface. Pressing down on the surface of the water permits drowning people to leverage their bodies so they can lift their mouths out of the water to breathe.

- Throughout the Instinctive Drowning Response, drowning people cannot voluntarily control their arm movements. Physiologically, drowning people who are struggling on the surface of the water cannot stop drowning and perform voluntary movements such as waving for help, moving toward a rescuer or reaching out for a piece of rescue equipment.
- From beginning to end of the Instinctive Drowning Response, people's bodies remain upright in the water, with no evidence of a supporting kick. Unless rescued by a trained lifeguard, these drowning people can only struggle on the surface of the water from 20 to 60 seconds before submersion occurs. (Source: *On Scene* magazine: Fall 2006 page 14)

This doesn't mean that a person who is yelling for help and thrashing isn't in real trouble — they are experiencing aquatic distress. Not always present before the instinctive drowning response, aquatic distress doesn't last long, but unlike true drowning, these victims can still assist in their own rescue. They can grab lifelines, reach for throw rings, etc.

Look for these other signs of drowning when persons are in the water:

- Head low in the water, mouth at water level
- Head tilted back with mouth open
- Eyes glassy and empty, unable to focus
- Eyes closed
- Hair over forehead or eyes
- Not using legs
- Hyperventilating or gasping
- Trying to swim in a particular direction but not making headway
- Trying to roll over onto the back
- Appears to be climbing an invisible ladder

So, if a crewmember falls overboard and everything looks okay, don't be too sure. Sometimes the most common indication that someone is drowning is that they don't look as if they're drowning. They may just look as if they are treading water and looking up at the deck. One way to be sure? Ask them, "Are you alright?" If they can answer at all, they probably are. If they return a blank stare, you may have less than 30 seconds to get to them. And parents — children playing in the water make noise. When they

get quiet, you need to get to them and find out why.

- Mario

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Mario Vittone is a retired U.S. Coast Guard helicopter rescue swimmer, who for 22 years rescued boaters in distress from the turbulent waters of the Atlantic Ocean and Gulf of

Mexico. He served two tours as a rescue swimmer at Air Station Elizabeth City, North Carolina, and one at Air Station New Orleans, Louisiana. Vittone was also an instructor and course developer at the Aviation Technical Training Center in Elizabeth City before retiring in 2013. An expert in immersion hypothermia, drowning, sea survival and safety at sea, he today writes and lectures on boating safety and search-and-rescue topics for popular print publications.

## The Last Word

By Tom Alley, SN

SV Tomfoolery



By the time you got all the way back here to this article you will have likely noticed a slightly new "look" to our newsletter. We've changed things around

a little bit in order to comply with some new branding standards that have been suggested by USPS Headquarters in Raleigh, NC.

The USPS has embarked on an extended voyage of modernizing and updating itself, both in the services and products it offers and in the image it projects in the larger community. Lifestyles and demographics have changed over the years and the USPS needs to evolve if it is to survive.

You've already heard (and continue to hear) about the changes to the educational products that the USPS has to offer, so I won't rehash these topics here. You can expect to continue to

see changes in the educational arena over the next several years.

Aside from educational updates, there is a significant effort at the national level of the USPS to not only update, but to also put forth a *consistent* brand and image at all levels of the organization. This includes rebranding the organization from "United States Power Squadrons" to "America's Boating Club" in an effort to more clearly communicate what we do. A first step in this is to encourage Districts and Squadrons to prominently feature the new organization name and logo on their newsletters, web sites, letterhead, business cards, and other public-facing communications.

One clarification to make: The United States Power Squadrons is *not renaming itself*. It is simply pushing out a new "brand" that better identifies itself to the general public. It's similar to General Motors pushing out its various brands (Chevrolet, Buick, Cadillac, Saturn, etc.) in order to attract certain clientele.

### Spring? Finally?

As I write this, it feels like the weather has finally "broken" and temperatures have moderated. I would argue that perhaps a better term is that the weather has been "fixed" and we're back to where we were supposed to be some time ago.

The bright sunshine and mild temperatures last weekend resulted in a boatyard *full* of people socializing and getting their boats ready for launch.

After the long winter we've had, this sailor is ready to skip spring and move right into summer. Anyone wish to second that motion?

See you on the water, soon!

- Your Editor, Tom

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As always, send your thoughts about this newsletter to:

[editor@SenecaPowerSquadron.US](mailto:editor@SenecaPowerSquadron.US)

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# Calendar of Events

## May 2018

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

## June 2018

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

## July 2018

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

## August 2018

- 01-03 D/6 2018 Rendezvous. *Clayton Yacht Club, Clayton, NY.* (D/6)
- 07 *The Deep 6* summer issue publication date. (D/6)
- 09 America's Boating Course Session #1 (1900), *Watkins Glen Yacht Club*
- 11 Return of the fleet from Lake Ontario and the D/6 Rendezvous
- 12-19 USPS Governing Board Meeting, *Minneapolis, MN* (National)
- 14 Bridge Meeting (1900)
- 16 ABC Session #2 (1900), *Watkins Glen Yacht Club*
- 18 ABC OTW session (1000), *Watkins Glen Village Marina*
- 18 ABC final exam (1300), *Watkins Glen Yacht Club*
- 23 Deadline for *Drum* Articles

## September 2018

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

## October 2018

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

## November 2018

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

## December 2018

- 17 Deadline for *Drum* Articles

## January 2019

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

## February 2019

- 01 *The Deep 6* winter issue publication date. (D/6)
- 12 Bridge Meeting (1900)
- 17-23 USPS Annual Meeting (National)
- 22 Deadline for *Drum* Articles

## March 2019

- 01 Seneca *Drum* March issue publication date.
- 12 Bridge Meeting (1900)

## April 2019

- 09 Bridge Meeting (1900)
- 12-14 D/6 Spring Conference & Change of Watch (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.SenecaPowerSquadron.US>  
or our Facebook page: <http://facebook.com/SenecaPowerSquadron>  
for any last-minute changes.