

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

Membership Benefits: Learning to paddle your own canoe.

At a recent Bridge meeting I got to thinking about some of the benefits our members gain by being part of ABC-FLX. Personally, I think the biggest benefit is rooted at the local level. ABC-FLX does a really nice job with connecting people who share an interest in learning about boating through our social events and our classes. For folks new to boating, the organization is chock full of people willing to share their time and knowledge to help you gain skills and confidence. For those more seasoned boaters, there are opportunities to get involved as a mentor, class instructor or as a committee member. If you're the kind of person who likes to take adult education classes, the cost of membership can be nearly offset by the discounts you receive when you take any of our classes.

But, wait, there's more! ABC-FLX is the local chapter of



America's Boating Club (a.k.a. United States Power Squadrons) – the largest and oldest educational organization dedicated to recreational boating. With offices located in Raleigh, NC, the national organization creates all of our educational content and maintains a website packed with really useful information ranging from the organization's full slate of [seminars](#), [online courses](#) and [webinars](#) (offered to members at a 25% discount) to more than 160 boating related videos available on [America's Boating Channel](#). Additionally, National has negotiated discounts on many products and services related to marine systems, travel, education, office supplies and health.

As a member of America's Boating Club, you are eligible for deep discounts on numerous products and services

Marine / Boating Benefits - ARGO Navigation ▼ - Boatfix ▼ - Captain's Nautical ▼ - Coastal Explorer from Rose Point ▼ - Ditch Navigation ▼ - GPS for Mariners ▼ - Ham Radio Prep ▼ - Hamilton Marine ▼ - McGraw Hill ▼ - Weems & Plath ▼ - Wow Training Aids ▼	Travel - Avis / Budget - Car Rentals ▼ - Cruises Only ▼ - DAN Boater ▼ - Endless Vacation Rentals ▼ - Motel 6 ▼ - On Call International Medical & Travel Assistance ▼ - Orlando Vacation.com ▼ - Red Roof Inn ▼ - Road Scholar Program ▼ - TNT Vacations ▼ - Travel Savings Center ▼ - Wyndham Extra Holidays ▼ - Wyndham Hotels ▼	Education - America's Boating Club Courses ▼ - Great Lakes Cruising Club School ▼ - Mariner's Learning Guide ▼
Office & More 11th Hour - Printing Promotional Services ▼ - Caskey Monogram & Embroidery ▼ - HelmsBriscoe ▼ - Life Lock ▼ - ODP Solutions ▼ - SmartPlug ▼ - Solude Coffee ▼ - UPS Shipping ▼	Health - American Hearing ▼ - HeartSine ▼ - Life Line Screening ▼ - Prescription Savings ▼	Insurance / Finance - Disaster Insurance ▼ - Farmer's Insurance ▼ - Hearing ▼ - LTCR+ ▼ - Nationwide Pet Insurance ▼ - Travelers Insurance ▼ - VPI Pet Insurance ▼ - Vision Insurance Plans ▼

Figure 1: A summary of USPS / ABC membership benefits.

Yet, while these are all great benefits, I always come back to the local level because that's where the benefits of your membership are most impactful and I'd like to share a recent experience I had that would have been unimaginable for me without the benefit of participating in ABC-FLX classes - specifically the diesel maintenance class. Because of this group, I've become more confident in my own skills in sailing and boat maintenance which has opened up

a world of adventure and new experiences to me which is such a thrill.

Since we purchased *Zephyr*, our Hunter 306 sailboat, a few years ago, her diesel fuel stop cable has never worked very smoothly. For those of you who have gas engines, you may not know that when you want to stop a diesel engine, you cut off the fuel supply by pulling on a knob connected by way of a cable to the cut-off lever on the fuel injection pump on the engine. Unlike a gasoline

The Drum

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engine, which relies on electrical spark plugs to ignite fuel, a diesel engine relies solely on high heat generated by air compression. Because of this, cutting electrical power with the key only shuts off power to your accessories, gauges, dashboard alarms, and alternator charging circuit. If you turn off the key in the cockpit before the engine has shut down, diesel engines can still chug along while also wreaking havoc on the alternator by subjecting it to a diode-destroying high voltage surge.

So, a functioning stop cable is key to a healthy diesel engine and there's not much to them. They consist of a wire fed through an outer sleeve or conduit. The wire and conduit are independently locked into place at each end so that the wire can slide easily within the conduit. If any of your cables are malfunctioning, a good first place to start trouble shooting is to make sure the connections are secure at either end. To maintain your cables in good working order, it might be wise to apply a little grease periodically to prevent the inner wire from rusting.

Our experience this season aboard *Zepher* has been marked by an increasingly stubborn stop cable. In fact, after a recent sail, it nearly refused to move and we really had to give it a hard yank to get it to engage. The metal cable inside the jacket had finally rusted so badly it was binding and threatened to freeze up entirely. Putting off addressing it any longer didn't seem like a prudent option. So, armed with my confidence learned how to change belts, oil, filters and coolant in the

Engine Maintenance class, I started digging into how to tackle this job.

Luckily, AI and YouTube helped me find some great tutorials on how to change out the cable and the task didn't seem too daunting. One YouTuber even said this would be a 15-minute job! It is simply a matter of loosening a screw on the inner wire connection at the engine stop lever, a couple nuts on the outer conduit clamp at the engine and at the cockpit pull knob, pulling the old cable (with a fish line attached), pulling the new cable back through and retightening those nuts and screws. I measured the distance from cockpit to engine, rechecked my trusty digital sources and ordered a new cable from Diesel Parts Direct. But, as we all know, theory and practice rarely match up. That screw holding the inner wire to the stop lever was rusted on so well the screw head was threatening to strip so I had to interrupt my work to get some penetrating lubricant. Oh, and that nut holding the cable in place near the cockpit knob? It was buried behind a bulkhead in a thick layer of caulk so that took some work to get at. Four hours into the project and sure that the end was in sight, I cut the end of the old cable to save some time and get everything apart. I easily pulled the new cable from the cockpit to

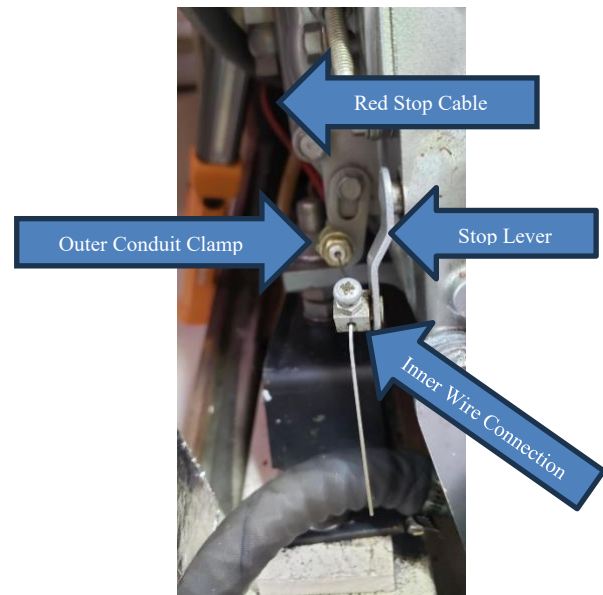


Figure 2: Here's the lower forward starboard side of my Yanmar 2GM20F where the stop cable attaches to the stop lever.

the engine compartment using a fish line.

With sweat dripping and the afternoon temperature rising I started planning how I would celebrate my achievement by motoring out on the lake and cooling off with a nice swim. But, I was very quickly reminded of that old adage used by tailors – measure twice, cut once. The cable I ordered was too short! I was so close to getting this project done but it wasn't going to happen that afternoon and neither was my celebration in the lake. It might have been easy to start kicking myself for getting the wrong part if it weren't for the fact that I was kind of proud of myself for starting this project in the first place and doing it all on my own. Having to reorder a cable might slow me down but it certainly wouldn't stop me. So, I cleaned up what I could and, bowed but unbroken, headed home to order a longer cable. I didn't get my swim in, but I did



Figure 3: Screw head starting to strip.

stop along the way to console myself with some ice cream.

So, all this brings me back to my original thought. What are the benefits of membership in ABC-FLX? For me, I've been able to gain experience through classes and hands on practice within a community of supportive boaters which has gotten me to the point



Figure 4: Stop cable pull knob at cockpit bulkhead. Note abundant rust on bent cable.

where I'm gutsy enough to start pulling cables out of my engine compartment all on my own while feeling confident in knowing how to put it back together again. Thanks to all my coaches and mentors in our wonderful chapter of America's Boating Club for helping me learn how to paddle (and repair) my own canoe! I

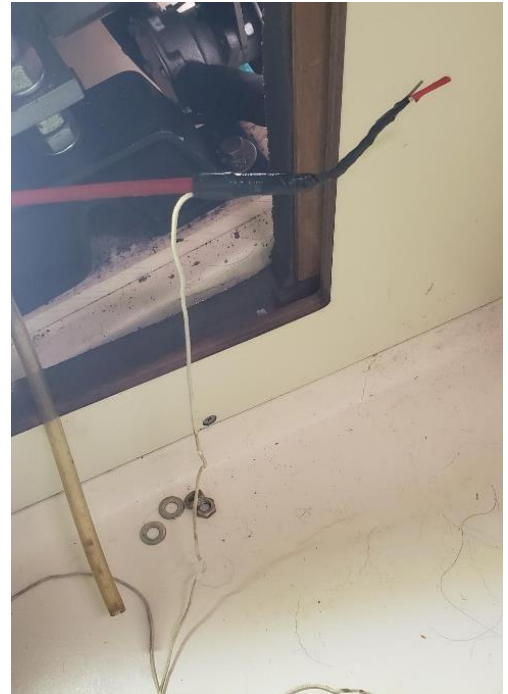


Figure 5: I want to give a special shout out to John Chesborough for teaching me about fish lines. Thanks John! It really is easier to pull a cable than push it!

can't think of a better reason to lean into an organization like this. Now, get outside and have fun!

- Kris

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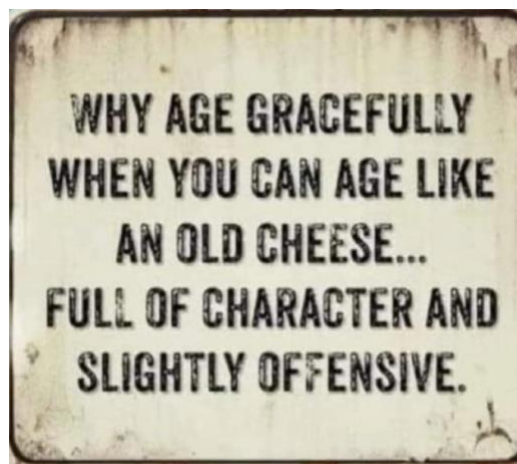


Figure 6: Copyright ©2026 by Powerline and respective authors.

From the Executive Officer

By Jim McGinnis, SN-CN

SV Brews

2026 Boaters' Weekend



We had an awesome boat trip (7/31 to 8/1) with an anchorage at Lodi State Park. We had brunch at Sapalta on the west side, an

Anchoring Seminar on the dock at Sapalta, and beer and wine tasting at Miles Winery just north of Sapalta. A little weather was expected to blow in on Saturday night into Sunday, so everyone headed home on Saturday.

On Friday, five boats headed up the lake in light air that didn't provide enough push to sail but provided a beautiful, sunny afternoon. Once at Lodi, boats dropped the hook on the north side anchorage area and went ashore for a pitch-in dinner at the Pavilion. Tom Keebler and I

provided transport services for the sailors using Tom's 16-foot runabout and my dinghy and motor. I think Kris West swam in to shore from *S/V Champagne Problems*.

BBQ Chicken thighs came off the grill as boats arrived and paired with the pitch in contributions from everyone, we had a feast. A special treat: Luke West made a panna cotta custard with berry toppings for an awesome dessert.

After dinner, a corn hole tournament, organized by Charlie Fausold, raged for an hour or so with a final win by Team Don Swanson/Jim McGinnis over the valiant comeback with a late charge staged by Team Margaret Radek/Tom Keebler. Before sunset we had everyone back on the boats for the night.

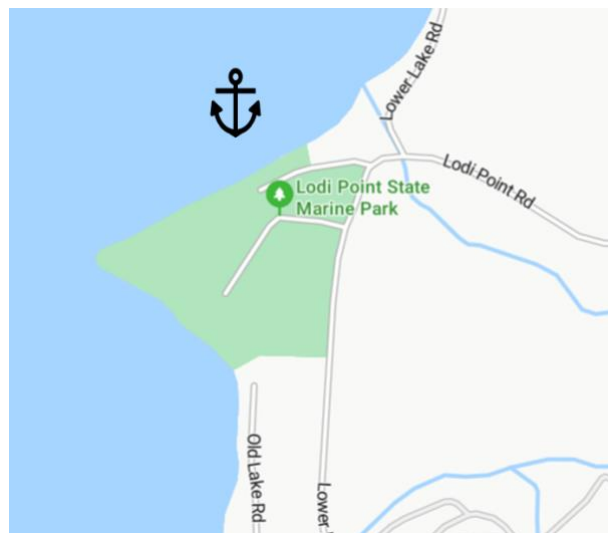


Figure 7: North side anchorage at Lodi.

Poof. I was awakened at 7AM by my anchor alarm as the wind had shifted from north to south and was blowing 18 knots. Looking around I saw that *S/V Plein Air* and *S/V Voyager* had started dragging anchors and were drifting north. Apparently, their anchors did not reset when the wind shifted 180 degrees. Both boats reset their anchor further east in the lee of Lodi Point, but *Plein Air* started drifting again



Figure 8: A deceptively calm anchorage.



Figure 9: Tomfoolery and Champagne Problems raft up.



Figure 10: Chicken BBQ on Friday night.

and found that the shackle screw had backed out, resulting in the loss of their anchor! Note to Anchoring Seminar students: Always safety wire the clevis pin or shackle with stainless steel wire to prevent losing the anchor. (Also called “mousing”)

The other boats swung in the wind but were holding OK. At 10AM we headed over to Sapalta and tied up on the dock. Mike, the owner, met us there and took some photos of our five boats on the dock. Mike and Nancy Sidell and Christa Wolfe joined us for brunch that we had outside on the deck at the restaurant. Everyone enjoined their meal and we learned that sapalta is a cherry plum that the restaurant serves when it is in season. I highly recommend this spot for an overnight stay on the dock as well. (Used to be known as Rainbow Cove.)

Tom Alley and I conducted an anchoring seminar with fresh sea stories based on the boats getting loose just a couple hours earlier. Katie had developed a handout summarizing the key elements of

Anchoring. (I still have a couple if you would like one.) 18 knot winds shifting direction 180 degrees proved to be a test for the fleet. Remember that your anchor rode scope should be 7:1.

After the seminar we all motored up to Miles Winery and anchored there. Jim brought everyone to shore with the dinghy as all the spots on the dock were taken. We



Figure 11: Charlie Fausold warming up. The Commissioner of Corn Hole.



Figure 12: Starry night on the lake S/V Plein Air Maggie and John.

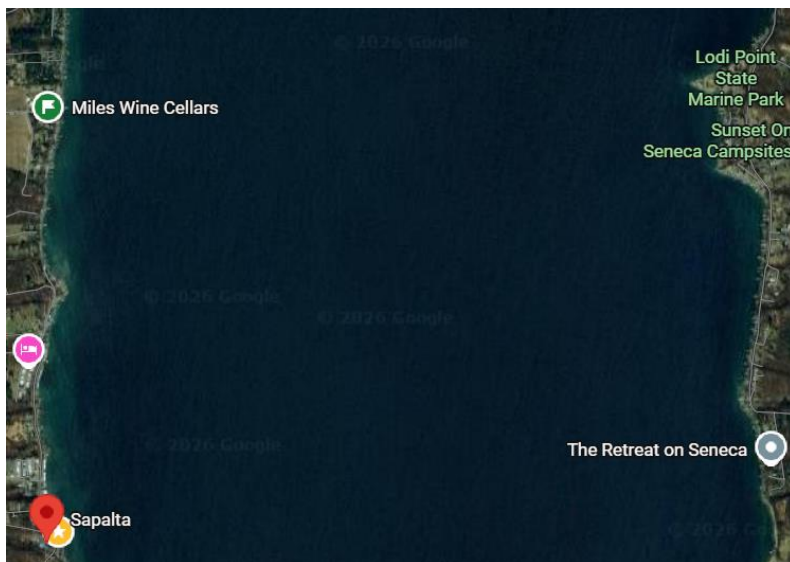


Figure 13: Miles Winery and Sapalta Restaurant are on west side.



Figure 17: Tom and Margaret delivered everyone back to the boats.



Figure 15: FLYC and ABC-FLX members head to brunch.



Figure 14: Ample dock space at Sapalta.

had a round of wine/beer and enjoyed the beautiful afternoon sun.

Checking the weather again and confirming the expected rain on Sunday, we all headed south to Watkins arriving by dusk or soon after. All in all, a great weekend and fun event!

Fair winds,

- Jim

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Figure 16: Jim transporting Jim Trondsen at Miles Winery.

From the Education Director

By Katie Alley, JN

Familiar Yet Always Changing



"I am comforted by the sea yet am continually awed by her. Like an old friend she is always familiar, yet

she is always changing and full of surprises."

- Steven Callahan in his book, *Adrift: Seventy-six Days Lost at Sea*

o o o o o

Earlier this summer, I read Callahan's book recounting his fight for survival while drifting across the Atlantic Ocean in a small life raft after his 21-foot sailboat sunk. It is a story that will stick with me. (You can [read my full review here](#) in August's edition of *Port Tacks*, FLYC's newsletter.) Callahan discusses his great fascination with the water and his philosophies behind why people (including himself) go on long and sometimes dangerous excursions.

Following Callahan's thoughts, I think sailing and boating in general is an excellent hobby, since you can always learn something new. It is something you become familiar with, but many parts of it are always changing - the weather conditions, the water conditions, the wind, your location, your

companions, your boat, *parts* of your boat, and so on. Since it's always changing, there's always room for education. That's why the work ABC-FLX does is so important.

It's certainly been a season (or a whole year, really) of learning for me. Owning my own keel boat has forced me to understand how many parts of a boat work and what purposes they serve, beyond my previous knowledge. It is also a lot more responsibility, since I am the one who needs to make sure that the boat has everything my passengers and I need to be safe. Once I take on the role of Captain aboard *S/V True Love*, the crew and passengers will be looking to me to know what to do when Seneca Lake changes or surprises us.

Our club has been able to offer several learning opportunities this summer. The *Sail* class, led by Jim McGinnis and Tom Alley, finished in July with six students. While only two passed the final digital exam, we received excellent feedback on the class, with students noting that our lecturers were great at breaking down topics and that the on-the-water sessions brought the material to life. Students were critical of the textbook saying that it was inconsistent, confusing, full of nomenclature, and outdated. I do not blame them – there is a lot of information and heavy vocabulary in the current *Sail* class.

SV Champagne Problems

The good news is that the *Sail* class and textbook are currently being updated at the National level and the class will likely be split into two classes – an easier beginners' course and a more advanced offering. I think that this will make the material much more digestible. Several students noted that they would love to participate in the class the next time we offer it so that they have another chance to learn the material. This feedback tells us that our hands-on experiences and personable instructors are really what make our education valuable and enjoyable. Thank you to Tom, Jim, and Kris West for helping make this class happen.

Another trend I am observing this year is that more students are not interested in taking an exam at the end of our longer courses. They care more about experiencing the class and simply learning something new. That's why I've been noting that taking the exam is not a requirement to attend one of our classes in my email promotions. Passing the exam will earn you credit in America's Boating Club's full curriculum, which you may care about if you want to advance your rank. Others have said they like taking the exam because it forces them to study the material thoroughly and increases their chances of retaining it. I'm seeing that it's a personal choice and as SEO, I'm embracing anyone who wants to be present and learn.



Figure 18: The fleet anchored at Lodi Point (from L to R): Brewster, Plein Air, Voyager, Tomfoolery & Champagne Problems, Skylark.

Our annual Boater's Weekend event presented more learning experiences at Lodi Point State Park, Plum Point, and Miles Winery on July 31st through August 1st. This was the first time in a while that we had anchored out together as a club, and some boaters were met with challenges, including dragging anchors and seasickness in Saturday morning's chop. This was also my first cruise with my boat, *S/V Champagne Problems*, and I had some informative moments behind the helm. I am still getting to know my boat and more champagne problems are being discovered as I go. Spoiler Alert: I ended up buying a new outboard after that weekend. You can [read my full recap](#) in *Port Tacks*. A key takeaway though is that traveling as a group really is the best way to gain experience and feel safe with many vessels nearby, ready to support you when the sea changes.

The highlight of Boater's Weekend was the *Anchoring Seminar* offered by the incredible Tom and Jim duo once again. We had a big group gather on the dock at Plum Point, attentively

listening to our wise instructors! They went over the basics of anchor types, how to anchor, and the best techniques for Seneca Lake.

Instructors need to keep learning, too. Charlie Fausold offered two virtual sessions of *Instructor Recertification* for District 6 instructors. He did a great job asking questions, spurring discussions, and engaging us with activities during the session I attended! It was a productive refresher for those of us who have been leading classes for several years. Thank you, Charlie!

Interest in the full-length *Engine Maintenance* class during the boating season diminished, so in order to meet market desires, we'll be offering a *Diesel Engine Maintenance Seminar* instead. Jim McGinnis has volunteered to lead it aboard a vessel. I just received word that our club will be able to beta-test National's *Diesel Engine Maintenance Seminar* materials before it goes online for everyone. ABC-FLX is leading education for all of America's Boating Club once again! I hope to schedule this one-time, couple-hour seminar



Figure 19: Tom & Jim demonstrate features of ground tackle in the Anchoring Seminar.



Figure 20: Some of the Boater's Weekend Attendees at Plum Point (from L to R): Jim McGinnis, Lynne McGinnis, Jim West, Kris West, Tom Alley, Katie Alley, Christa Wolfe, Don Swanson (FLYC).

sometime in September. Please watch your email for details.

In terms of the rest of the season, we may have another ABC class for participants to earn their NYS Boater's Card and we are investigating interest in a *PaddleSmart* seminar. Beyond that... well, I'm still fixing my

boat and sailing as much as I can, so I haven't thought about the off-season yet. Is there anything you would like to learn before your boat comes out of the water? Is there a class you would love to spend your off-season time absorbed in? Did anything on the water surprise you this year? What lessons would help you feel

prepared for the always changing seas? Let me know what you'd like to see and we can plan a learning opportunity for you that will remind you why boating is the best hobby.

- Katie

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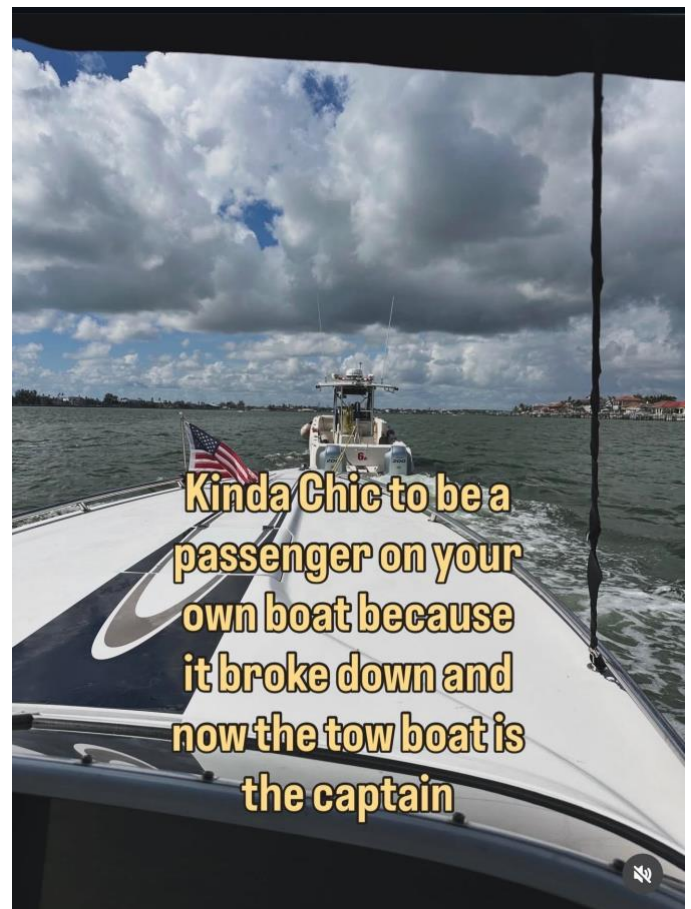


Figure 21: Source: @heyjustinsmith on Instagram.

Secretary's Sidenotes

By Glenda Gephart

True Love Sailabration



In the May issue of *The Drum*, readers learned the fascinating history of the schooner *True Love*. It's a story that's 100

years old this year, and the party is getting closer!

Under the umbrella of Watkins Glen Promotion, the schooner's centennial will be honored with a two-day September "Sailabration." Seneca Harbor Park and Lucky Hare Brewing Bar and Grill – both well-known to many ABC-FLX members – will be the centers of activity on Friday and Saturday, the 25th and 26th.

(Four ABC-FLX members are very familiar with the *True Love*. Tom Alley – wearing many hats for the chapter, including as editor of this newsletter – is one of the schooner's captains. Scott Williams – our assistant squadron educational officer – is a captain. And Katie Alley – educational officer – soon will have her own captain's certificate after being part of the crew for multiple seasons. Lastly, but certainly not least: Captain Terry Stewart, *True Love* owner, is a longtime and dedicated ABC-FLX member and supporter!)

The *True Love* celebration is described by Watkins Glen Promotions staff as also recognizing "Seneca Lake's rich sailing heritage, bringing together history enthusiasts, boat lovers, the local community and visitors for an unforgettable, family-friendly, waterfront experience."



Figure 23: ABC-FLX members on the *True Love* crew (L to R): Tom Alley, Scott Williams, Katie Alley, and Terry Stewart.

Other People's Boats!



Figure 22: *True Love* under sail on Seneca Lake.

Built in 1926 in Wiscasset, Maine, the 67-foot, wooden schooner has been sailing the waters of Seneca Lake since 2009 and is one of the Finger Lakes' most recognizable vessels.

On Friday afternoon, some of the lake's other beautiful wooden sailboats will tie up for the weekend at the docks behind Lucky Hare. After the day's sunset cruise, the *True Love* will join them there.

The *Seneca Shores Shanty Men* will entertain with sea shanties and old-time music from 5-7 p.m.

One of *True Love*'s claims to fame is an appearance in the 1956 film *High Society*, starring Bing Crosby, Frank Sinatra, Grace Kelly, and Louis Armstrong. The most famous song from the musical is "*True Love*," written by Cole Porter and performed as a duet by Crosby and Kelly.

Never seen the film? Or want to see it again, just yards away from the schooner herself? “High Society” will be shown at dusk on Friday, probably around 7 p.m. at the park.

Saturday will be a full day of activities highlighting the *True Love* and Seneca Lake history and traditions. ABC-FLX will be among the water-oriented organizations joining the fun. The schedule:

- 10 a.m. - Opening ceremony, blessing of the boats, vendors and information tables open.
- Noon - Schuyler County Historical Society walking tour, “Seneca Lake: Transportation Superhighway.”
- Noon - Free Family Zone until 4 p.m.
- 1 p.m. - Classic sailboat regatta.
- 3 p.m. - History of the True Love panel discussion, featuring previous and current owners.
- 4 p.m. - Schuyler County Historical Society walking tour, “Seneca Lake: Transportation Superhighway.”



Figure 24: True Love at the public pier in Watkins Glen.

- 4 p.m. - Lucky Hare Brewing taps a new barrel of beer after retrieving it from the depths of Seneca Lake.
- 5-8 p.m. - Music by the Analogue Sons.

The weekend will be a great “sailabration” of a spectacular and loved vessel and all that makes life in the Finger Lakes so special.

For the complete schedule and additional information, visit watkinsglen.com/true-love-sailabration/.

- Glenda
secretary@abc-flx.org

You are never too old to set another goal or to dream a new dream.

- C. S. Lewis

ABC-FLX News

Happy Birthday!

Happy birthday to our members!

September

Charlie Fausold
Andrew Theismann
Lynne McGinnis

October

Mary Margeson
Jen Edwards
Lisa Alley



Local Notice to Mariners Distribution Changes

The Coast Guard Navigation Center (NAVCEN) is streamlining our weekly Local Notice to Mariners (LNMs) distribution process.

The weekly LNM will continue to be published on the NAVCEN website every Wednesday afternoon at approximately 1 PM Eastern time at this URL: [Local Notices to Mariners](#). NAVCEN will no longer send the weekly email notification advising subscribers that the latest LNM has been posted.

Alternatively, users can generate a near-real-time LNM at any time through the Maritime Safety Information (MSI) application on the NAVCEN website. This LNM will be up-to-date with only 15-minute latency from the time anything changes.

To generate an LNM:

- Visit navcen.uscg.gov/msi
- Select the "Print LNM & L/L" tab.
- Select "LNM" and the appropriate Coast Guard District from the dropdown menus.
- Click "Submit."
- From there, you can print the LNM or save it to your computer.

This option allows users to access the most current LNM for their selected district at any time, without waiting for a weekly email notification.

We appreciate your continued use of the NAVCEN website and we hope the resources available through our website continue to support your maritime safety and information needs.

Very Respectfully,
U.S. Coast Guard Navigation Center (NAVCEN)

Questions for the Coast Guard?
[Contact Us](#)



Congratulations!

A hearty round of congratulations to Terry and Lisa Stewart who are about to welcome not one, but two new Chihuahua puppies.



Porter and Star ("Port" and "Starboard") will be joint successors as the unofficial Village Marina mascots and fill the role left by Anchor, who passed away earlier this year at the age of 17.

Welcome, Port & Starboard!

Got News?

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

editor@abc-flx.org

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 Katie, our Education Officer, know.

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

Diesel Engine Maintenance

In this new hands-on seminar, you'll learn the basics of diesel engines. Explore the parts and learn essential tasks like bleeding a fuel system of air, identifying filters, and changing oil.

Prerequisites: None

When: September, Date TBA

Instructor: Jim McGinnis

Cost: \$20 for members, \$35 for public

Contact Katie at SEO@abc-flx.org to be the first to receive details!

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 hands-on, interactive, in-person 8-hour course. 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 and the exam.

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

Contact Scott at ASEO@abc-flx.org to be the first to receive details!

Prerequisites: None

When: Fall 2026

Where: TBA

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

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

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

Looking for Something?

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

SEO@abc-flx.org.

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

www.abc-flx.org

The Last Word

By Tom Alley, SN-ON

SV Tomfoolery

Don't Look Now But...



As happens most years, whole months of the boating season seem to fly past us much faster than a single week of the

off season while we wait for the season to arrive. It seems like we just celebrated

Independence Day, and all the sudden Labor Day is less than a week away. Is there no justice?

The days are already a little bit cooler. Each day is noticeably shorter than just a week ago.

The calendar is packed and there's no room to schedule some of the things that were on my "must-do" list for this boating season. There have been years where I was "sailed out" by September and even somewhat enthusiastic about putting my boat away and resting for a bit. This year is not one of those years.

Maybe it was the cold, wet weather early in the season that delayed the season start and limited how quickly we could ramp up? Maybe it was all the other (non-boating) things that were on my calendar that used up valuable sailing time?

Maybe it's a symptom of being another year older? In any case,

this boating season is going by much too quickly for my taste. It means my must-do and to-do lists for next year will be even longer and more difficult to get through. I suspect that will make next year's season race past just as quickly as this one. Ugh!

Boat Projects

For those of you following my new autopilot installation saga, I'm pleased to report that the new unit is finally fully installed and fully functional. Not only is it working, but it is working extremely well, holding a course and producing a much straighter wake than the old unit whether under power or sail. There are still a few minor things to tweak, but overall, I'm extremely pleased with the unit's performance.

One "tweakable" item is the NMEA 2000 network aboard *Tomfoolery*. There are a few intermittent, weird symptoms that appear every now and then that suggests a voltage drop on the network is sporadically exceeding specifications. Conceptually, this should be an easy thing to troubleshoot but will likely require lots of time and patience for another intermittent symptom to arise.

Web Site Updates

I left off in the last issue stating that everything was queued up to move our chapter's web site to its new home. This was accomplished shortly after the last issue was published and we've been running on the new server since then. As promised, the volunteers on the web committee were allowed some time off to go play on their boats and to recharge for the next steps in the migration process.

Next steps will be to update the software used to host our web site. This is the most technically complex portion of the project but should be able to be accomplished within a reasonable amount of time. The committee will be meeting again soon to discuss the details of this step and determine the timing that will maximize the probability of success with minimal disruption.

Once the software is updated, you should notice a much more responsive and secure web site. Stay tuned!

- Your Editor, Tom

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As always, send your thoughts about this newsletter to:

editor@abc-flx.org

Long-Term Class Schedule

Seneca Education Department

BOC Level	Title	2026	2027	2028	2029	2030	2031
Inland Navigator	Classes	ABC	X	X	X	X	X
		Boat Handling		X	X		X
		Engine Maintenance	X		X		
		Marine Electrical Systems	C				
	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	2026	2027	2028	2029	2030	2031
Coastal Navigator	Classes	Marine Navigation	C			X	
		Marine Communication Systems		X			
		Weather			X		
	Seminars	Tides & Currents				X	
		Rules of the Road			X		
		Anchoring					
		Mariner's Compass	X		X		
	Skills	Coastal Nav			X		
		Pyrotechnics		X			

Table Key

X = Planned

U = Underway

C = Completed

BOC Level		Title	2026	2027	2028	2029	2030	2031
Advanced Coastal Navigator	Classes	Advanced Marine Navigation	X		X		X	
		Cruise Planning				X		
		Radar						
		Emergencies Onboard				X		
	U							
	Skills	Advanced Coastal Nav				X		
		First Aid	Contact American Heart Assoc. or Red Cross					

BOC Level		Title	2026	2027	2028	2029	2030	2031
Offshore Navigator	C	Offshore Navigation		X			X	
	Sem.	Computer Weather Forecasting	Offered online.					
		Thunderstorms / Severe Weather	Offered online.					
	Skills	Offshore Navigation				X		
		CPR/AED	Contact American Heart Assoc. or Red Cross.					
Endorsements		Sail	C		X		X	
		Canadian Regulations						
		PaddleSmart	X		X			
Other		Instructor Development	C		X			
		Instructor Recertification	X			X		
		Operations Training	Offered online.					
		Celestial Navigation			X			X

Table Key

X = Planned

U = Underway

C = Completed

Calendar of Events

September 2026

- 01 Finger Lakes *Drum* September issue publication date.
- 08 Bridge Meeting (1900)
- 12 Seneca Lake Barge Race, *Seneca Yacht Club, Geneva, NY.*
- 20-27 Fall Governing Board, *Cary, NC (National)*
- 25-26 *SV True Love* Sailabration, *Watkins Glen, NY.*

October 2026

- 13 Bridge Meeting (1900)
- 16 Deadline for *The Deep 6* articles (D/6)
- 17 District 6 Fall Council & Conference (D/6)
- 23 Deadline for *Drum* articles

November 2026

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

December 2026

- 08 Bridge Meeting (1900)
- 18 Deadline for *Drum* articles

January 2027

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

February 2027

- 01 *The Deep 6* winter issue publication date. (D/6)
- 06-13 USPS Annual Meeting, *Tampa, FL (National)*
- 09 Bridge Meeting (1900)
- 19 Deadline for *Drum* articles

March 2027

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

April 2027

- 13 Bridge Meeting (1900)
- 16 Deadline for *The Deep 6* articles (D/6)
- 23 Deadline for *Drum* articles
- TBA District 6 Spring Council & Conference (D/6)

May 2027

- 01 Finger Lakes *Drum* May issue publication date.
- 01 *The Deep 6* spring issue publication date. (D/6)
- 11 Bridge Meeting (1900)
- 22-28 Safe Boating Week (National)

June 2027

- 08 Bridge Meeting (1900)
- TBA FLYC Commodore's Cup Race/Cruise to Geneva Weekend (FLYC)
- 25 Deadline for *Drum* articles

July 2027

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

August 2027

- 01 *The Deep 6* summer issue publication date. (D/6)
- 10 Bridge Meeting (1900)
- 20 Deadline for *Drum* articles

Calendars are "living documents." For the latest information on squadron activities, please check our web site or our Facebook page:

<http://www.abc-flx.org>

<http://facebook.com/SenecaPowerSquadron>