



Susquenango SeaChest



Monthly Publication



March 2021

Volume 66 Issue 3

District 6

Susquenango March Happenings

Change of Watch & Founders Day

Saturday - 20 March 2021

Jonathan's 534 Hooper Road, Endwell, N.Y.
Cocktails 6:00 PM - Dinner 7:00 PM: Cash
Bar Hors d'oeuvres

Entrées

Stuffed Flounder or Chicken Marsala—\$33.00 Per Person
Ribeye Steak—\$35.00 Per Person
Prices Include Tax and Tip
Soup; Salad; Potatoes; - Coffee, Tea and Dessert

Reservation-Linda Rought-607-760-6388, Reservation/Cancellation Deadline 15 March

Note: The restaurant will charge the squadron for the number of reservations made. Persons fail-ing to cancel reservations prior to the deadline date will be expected to pay for their dinners.

A video presentation from National will be shown

Keynote Speaker: Captain Nori Ann Reed, USN, Retired. One of the first women assigned onboard Navy ships; Capt. Reed served on six ships. She was the first woman to have the honor of being Captain of three ships, the USS KISKA, USS WILLAMETTE, and USS DETROIT. Captain Reed will enlighten us with her USS Detroit and 911 experience. The USS Detroit was moored across the harbor from the World Trade Center and her talk is about how her crew heroically rallied around and got the ship underway that day. While this was a sad day, her talk is not!

Explanation of Change of Watch and Founder's Day Event

Change of Watch is the time when we change our bridge members. Traditionally the Commander steps down and the remaining bridge members step up one position. Recently, our Commanders and Executive Officers have agreed to accept the position for two years.

Founders Day celebrates the founding of our squadron. We were incorporated in June 1956. We will be 64 years old in June of 2020. We are commemorating the anniversary at this event. Please join us if you can.





Sea Chest

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Education Officer
Adm. Officer
Secretary
Treasurer
Executive Comm.

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P/C Michael Acciai, AP
Lt/C Leslie J. Smith, JN
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Lt/C Margaret Acciai, S
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Commander's Comments



Commander
Mary Kucharek, P

It is with mixed emotions that I write my final column as your Commander. It's hard for me to believe that two years have passed so quickly. It has truly been my honor and privilege to serve in this capacity. My thanks go out to the Bridge officers and committees for all working so cooperatively and, in spite of the pandemic, keeping our Squadron afloat. I owe a special expression of gratitude to P/C Dave Olds, who has been my advisor and helped me through many times always giving me the information needed and / or showing me how to find it. Thank you, Dave.

My first year went very well with several face to face (what's that?) events: the Treman Marina Safety Day in Ithaca, our rendezvous on Cayuga Lake aboard the MV Teal, the Tall Ships Festival in Brockville, Ontario, our monthly meetings and Holiday party. Then came March 2020 and all the wonderful events we were planning had to be put on hold (notice I didn't say cancelled).

Our February Zoom meeting went well and my thanks to all who "came". At that meeting we made the decision to go ahead with a "face to face" Change of Watch will take place on Saturday, 20 March at Jonathan's Restaurant in Endwell. So mark your calendars and plan to be with us. More information is included in this newsletter. Thanks to Lt. Linda Rought for checking out possible locations and firming up our plans for Jonathan's.

The USPS/America's Boating Club Annual Meeting which was held virtually this year from 15-26 February was outstanding. I attended many workshops and meetings along with the annual meeting where Chief Commander Mary Paige Abbott was sworn in for a second term. P/D/C William Herrick was recognized as a new Life Member having earned 25 Merit Marks. Congratulations Bill! It was a great learning experience and didn't cost a penny!!

The District 6 Conference scheduled for 9-11 April will be in person at the Radisson Hotel in Corning. Further details will be coming soon via email. I do hope many of you will plan to attend.

Our hearts were saddened last month by the passing of two of our Past Commanders – John Salt and Anthony Lenzo. Two great leaders and friends who will be missed. Our sincere condolences go out to their families.

Stay safe and stay well. I hope to see you at all our Change of Watch and more of our upcoming events, and remember.....-

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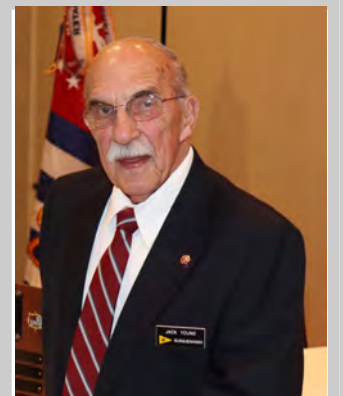
On the Horizon Susquenago Events

21 April 2021—Murder Mystery Dinner Meeting —
Town of Binghamton Fire Station, Pierce Creek Road

District 6 Events

9-11 April 2021—D/6 Conference at
The Radisson, Corning NY— Information and Registration
Email will be sent to all D/6 Members.

P/D/Lt/C John Young, AP
Editor Emeritus





New Life Member
Susquenago Sail And Power
Squadron
District 6 P/D/C
William A. Herrick, JN



Letters to the Editor:

In the February issue of the Sea Chest there was a joke as follows” TEACHER: Harold, what do you call a person who keeps on talking when people are no longer interested? To which Harold responds, “A teacher.” This reminded me of when my grandson was 6 years old, he lived next door to an older widowed lady who had no children and was well known to not like children. This was difficult for my grandson as he was very gregarious and talked to everyone he saw. One day he told his neighbor lady that joke, and she responded that “he should respect teachers, they were the background of our society, etc.” He said “Ma’am it was only a joke” and went back to his own home. Later on my daughter saw a for sale sign on the neighbor’s house and was surprised she was selling. My grandson told his mother, “I put that sign on her house so I can sell it and have someone else move in that likes kids.”

D/C Nancy Bieber, P



WRITTEN BY
Frances C. Robb

Independent historian. Adjunct instructor of history, Waynesburg University, Pennsylvania.



TITLE: Erie Canal

PUBLISHER: Encyclopædia Britannica, March 11, 2020

Erie Canal, historic waterway of the United States, connecting the Great Lakes with New York City via the Hudson River at Albany. Taking advantage of the Mohawk River gap in the Appalachian Mountains, the Erie Canal, 363 miles (584 km) long, was the first canal in the United States to connect western waterways with the Atlantic Ocean. Construction began in 1817 and was completed in 1825. Its success propelled New York City into a major commercial centre and encouraged canal construction throughout the United States. In addition, construction of the canal served as a training ground for many of the engineers who built other American canals and railroads in the ensuing decades. (Continued on Page 6)



Road and Bridge over the Mohawk

Road and Bridge over the Mohawk, lithograph from a painting by Jacques Milbert, 1828. The opening of the Erie Canal in 1825 stimulated migration into central and western New York.

Library of Congress, Washington, D.C.

Design And Construction

Beginning in the 1780s, various plans were proposed to improve navigation on the Mohawk River. In 1792 the Western Inland Lock Navigation Company was incorporated by the state of New York and given the rights to improve navigation on rivers and lakes west of Albany. Under the leadership of Philip Schuyler, the company focused most of its activity on the Mohawk River, clearing the riverbed and digging several short canals to bypass river rapids. Although the company achieved some success in making improvements to the river, it never had the financial resources to tackle the larger navigation obstacles in the river.

The Western Inland Lock Navigation Company, which found itself short of funds and snarled in state partisan politics, never completed its plans. Nonetheless, the Mohawk River still provided a valuable path from the Atlantic Ocean to the Great Lakes, and plans for a new canal were debated. In 1820 the state of New York purchased the company's works, closing the books on the 18th-century canal scheme.

Meanwhile, a new canal project had been gaining momentum. In particular, DeWitt Clinton had promoted the idea of a western canal as early as 1811 while serving in the New York state senate. He won preliminary legislative approval in 1816 and was named commissioner for the project. In 1817, following election as governor of New York, Clinton persuaded the state legislature to authorize loans for \$7 million to build a canal from Buffalo, on the eastern shore of Lake Erie, to the upper Hudson, passing through the Mohawk Valley region. Chief engineer Benjamin Wright and his corps of self-taught engineers (there were no engineering schools in the United States at that time, though the project prompted several schools to start engineering programs) were successful in overcoming the technological problems faced by the canal, which needed to move boats through more than 150 metres (500 feet) of elevation.

With a typical canal prism shape—12 metres (40 feet) wide on the top, 8.5 metres (28 feet) wide at the bottom, and 1.2 metres (4 feet) deep—the engineers patterned the Erie Canal after the Middlesex Canal in Massachusetts. The Erie required 83 locks, each made of stone, to move boats up and down the natural elevations. The locks were designed so that each needed only one person for its operation. The canal also required the construction of 18 aqueducts to carry the canal over bodies of water. With nature presenting more daunting obstacles on both the western and eastern sections, construction began in the middle segment on July 4, 1817, with Clinton officiating the groundbreaking at Rome, New York.

On the western side, the challenge was the Niagara Escarpment, a 23-metre (75-foot) rock ridge. Canal engineer Nathan B. Roberts designed a series of 10 locks, five levels with 2 locks side-by-side, to carry boats over this barrier. The staircase like locks were followed by a 5-km- (3-mile-) long, 9-metre- (30-foot-) deep cut blasted into the rocky plateau. The town that grew at this site was appropriately named Lockport. On the eastern section, the lower Mohawk Valley required the construction of 27 locks over only 50 km (30 miles) in order to surmount a series of natural rapids, including those found in Cohoes and Little Falls.

Work was undertaken by multiple contractors who agreed to dig small sections of the canal. Each contractor was then responsible for supplying equipment and for hiring, supervising, and paying his own workers. Using horses and manpower, the canal was dug across the state. Canal engineer Canvass White solved one of the construction obstacles when he discovered how to create a cement that hardened underwater. Having a local source of hydraulic cement greatly aided the construction process, and it reduced costs by eliminating the need to import European cement.

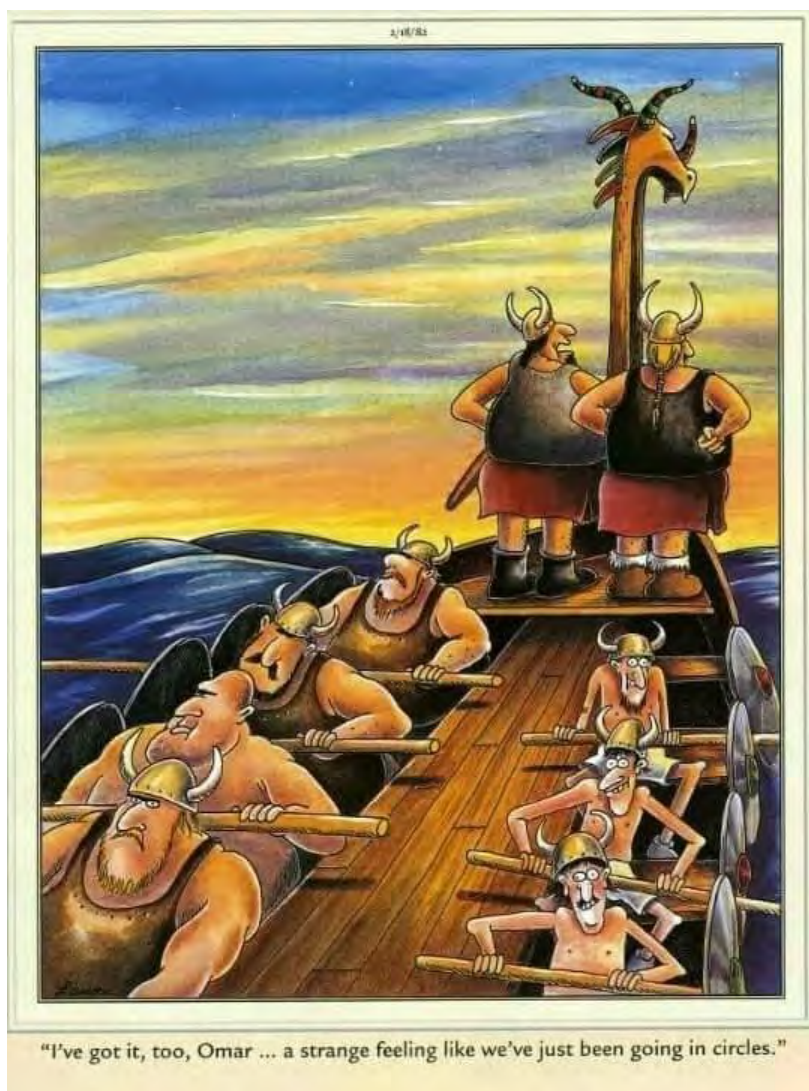
The canal was finished on October 26, 1825, two years ahead of schedule. In a grand ceremony, Clinton and other dignitaries boarded the Seneca Chief in Buffalo and traveled the length of the canal. At the conclusion of the trip in New York City, Clinton emptied a keg of water from Lake Erie into the Atlantic Ocean, calling it the “marriage of the waters.” Altogether, the locks, the aqueducts, and the canal itself were considered an American engineering marvel, and it was a great source of pride as an example of how citizens in a republic could improve upon nature and promote progress.

USPS America's Boating Club Education Courses Marine Navigation

Marine Navigation is the first course in the sequence of USPS courses on navigation, covering the basics of coastal and inland navigation. This course focuses on navigation as it is done on recreational boats today and embraces GPS as a primary navigation tool while covering enough of traditional techniques so the student will be able to find their way even if their GPS fails. The course includes many in-class exercises, developing the student's skills through hands-on practice and learning. Ten classes of two hours each are scheduled for presentation of this course. In addition the students have seven days to complete the open book exam.

Topics covered include: • Charts and their interpretation • Navigation aids and how they point to safe water • Plotting courses and determining direction and distance • The mariner's compass and converting between True and Magnetic.

• Use of GPS – typical GPS displays and information they provide, setting up waypoints and routes, staying on a GPS route • Pre-planning safe courses and entering them into the GPS • Monitoring progress and determining position by both GPS and traditional techniques such as bearings and dead reckoning • The "Seaman's Eye" – simple skills for checking that one is on course.



Know where your going and where you have been!

Marine Navigation is being offered on line by the Syracuse Sail and Power Squadron via ZOOM.

See Page 8 for details.



When you just spent all of your money on a new boat and find out it doesn't come with an anchor.

Syracuse Sail and Power Squadron Marine Navigation Course Spring 2021

Instructors:	Tess Freedman JN 205 Barrington Rd Syracuse, NY 13214 USPS Certified Instructor 446-6329 (Home); 396-8929 (cell) tbfreedm@gmail.com	Ken Green JN 8227 Penstock Way Manlius, NY 13104 Associate Instructor (USPS certified) 315-682-9604 kgreen@tweny.rr.com
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Course Location: Lessons on Zoom
<https://us02web.zoom.us/j/86803091682?pwd=QkRnUVhTTXpWY1NVSjZtV21melY1Zz09>

Take-home exam to be completed by June 15, 2021
 Exam Mailed or Delivered on June 15, 2021 to
 Tess Freedman
 205 Barrington Road
 Syracuse, NY 13214

Cost: Student Kit and Weekend Navigator (required text) \$70 for members (\$50 for second family member sharing Weekend Navigator text), \$130 for non-members; Course plotter (\$7.00) and dividers (\$13.00) are also required. The navigation software Navigation Software: *OpenCPN* is used in this course (download before first class from <https://www.opencpn.org/>)

Course Dates and Times: 10 weeks, from Tuesday, April 6 to Tuesday, June 8, 2021 7:00 to 9:00 pm; take home exam due June 15, 2021

Required Course Materials: Text: *Piloting: Coastal and Inland Navigation using Electronics and Traditional Tools*, United States Power Squadrons, 2011 (2015 Revision).

Reference Text: *The Weekend Navigator: Simple Boat Navigation with GPS and Electronics*, by Bob Sweet. Second Edition, 2012 (International Marine/McGraw Hill)

Plotting Materials: USPS Rectangular Plotter and dividers

(All course materials to be picked up from Tess before the first day of class, or mailed on request)

Syllabus:

Week/Date	Text Chapter	Weekend Navigator	Class Exercises	Homework
1 April 6	Chapter 1: Introduction to Navigation	Chapters 2-4	1-1 and 1-2	Chapter 1 Homework Questions
2 April 13	Chapter 2: Tools of Piloting	Refer to Chapter 4; Read Chapter 5	2-1 to 2-4 (some assigned as homework)	Chapter 2 Questions
3 April 20	Chapter 3: Plotting and Planning Techniques –Part 1	Refer to Chapters 4 and 5	3-1 to 3-3 (some assigned as homework)	Plot and label bearings and fixes
4 April 27	Chapter 3: Plotting and Planning Techniques –Part 2	Refer to Chapters 4 and 5	3-4 to 3-5	Chapter 3 Questions
5 May 4	Chapter 4: On the Water	Refer to Chapters 4 and 5	4-1	Part 1 of Cruise; Chapter 4 Questions
6 May 11	Chapter 5: Beginning GPS Navigation—Part 1	Chapter 5; Appendix 2	5-1	Exercise 5-2
7 May 17	Chapter 5: Beginning GPS Navigation—Part 2	Chapter 5; Appendix 2	Go over Cruise Part 1	Exercise 5-3 Chapter 5 Questions Part 2 of Cruise
8 May 25	Chapter 6: Monitoring Progress	Chapters 6	6-1; 6-2 Go over Cruise Part 2	Exercise 6-3 Chapter 6 Questions Part 3 of Cruise
9 June 1	Chapter 7: Manual Piloting	Chapter 7	7-1 Go over Cruise Part 3	Exercise 7-2 Chapter 7 Questions Part 4 of Cruise
10 June 8	Chapter 8: Review and Introduction to Open Book Exam		Go over Cruise Part 4	Take Home exam (will be mailed to you)
June 15	Take Home Exam Due			



In Memory of



P/C John W Salt, SN

(Commander - 1997)

P/C Anthony Lenzo, P

(Commander - 2008, 2009)



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