



Susquenago SeaChest



Monthly Publication



March 2023

Volume 68 Issue 3

District 6

Susquenago March Happenings

15 March 2023: Squadron [Zoom Meeting 7:00 PM](#),
Email with sign on information will be sent

On the Horizon

14-16 April– Spring Conference & COW, Elmira NY

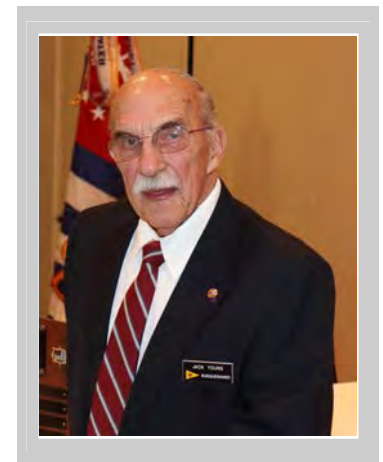
19 April 2023: Squadron Meeting and Easter Dinner, Grande's at 5:30 PM
**** Please Contact Lt/C Linda Rought, P if you are planning to attend this Squadron Event.
Phone 607-760-6388 or email Linda Rought <ldrought@stny.rr.com>**

17 March 2023: Squadron Meeting at the Park Diner. 6:00PM Order off the Menu

Zoom meetings are just modern seances



"There's someone who wants to join us."
"Elizabeth, are you there?"
"We can't hear you."
"Can you hear us?"



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





SeaChest

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Address communications to **The Editors, 3801 Country Club Rd. Endwell, NY 13760-2510, (607)296-3482, e-mail - acciaim@stny.rr.com.** Material for a particular issue must be received before the fifteenth day of the prior month.

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Education Officer
Adm. Officer
Secretary
Treasurer
Executive Comm.

Cdr Mary Kucharek, P
P/C David Olds, AP
D/Lt/C Leslie J. Smith, JN
Lt/C Linda G. Rought, P
Lt/C Christina Broderick
P/D/C Nancy Bieber, P
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SeaChest
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Commander's Comments

"Life's roughest storms prove the strength of our anchors."

Commander
Mary Kucharek, P

Our 2023 Change of Watch is now history and our Bridge, Executive Committee members and I were installed for the first year of our two year term.. My thanks to all who have stayed "on board" and our new Secretary, Cris Broderick for joining our ranks. Thanks to Peg Acciai for doing a great job as secretary for the past six years. Special thanks to Les Smith for doing our installation and to Nancy Bieber for installing Les.

Bob & I had the pleasure of attending the USPS - ABC Annual Meeting 22-25 February in Orlando, Florida. We attended seminars, met lots of new people and renewed some acquaintances. There were 300 in attendance. Bob attended the USPS Governing Board as an Emeritus Member. All in all it was a great trip with many memories.

My theme for this year is **"Life's roughest storms prove the strength of our anchors"**. Goodness knows, over the past few years we've all gone through some rough times. What's the "anchor" of your life? Maybe it's your family or good, loyal friends. One thing that keeps me anchored is volunteering for organizations like Susquenango. It gives me a sense of belonging and knowing that I am helping others. I hope that more of our members will become involved with our squadron. If you're wondering how – just give me a call or an email.

We are working on scheduling all upcoming meetings for the year and should have everything firmed up soon. The next meeting will be via Zoom on 15 March at 7:00 pm and all are welcome to "attend". Our 19 April dinner had to be moved due to the retirement of the chef at the Elks Club. It will now be held at Grande Pizzeria. We will surely miss the great dinners we had at the Elks Club. Details will be available in the SeaChest.

If anyone has suggestions for programs and or locations, please let me or Linda Rought know. I hope many of you are planning to attend the District 6 Conference which will be held 14-16 April in Elmira. Information can be found in the *Deep 6* district newsletter. Please let me know if you will be attending so that I may submit the information to our D/6 secretary.

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We have some exciting things in the works for the coming year.

Our June picnic

Participating in the Alan Treman Marina Safety Day in June

A summer rendezvous TBD

I hope many members will participate in all of these activities. I look forward to working together as we educate the boating public and share many great times.

And remember... *"Life's roughest storms prove the strength of our anchors"*.

Commander Mary

District 6 representatives attending the USPS - ABC Annual Meeting 22-25
February in Orlando, Florida



Pictured L-R

Bridgett Arieno, D/6 Cdr Rick.Hibbs, Liana Mihalko, Chief Cdr. Craig Fraser, Cathie Johnstone, D6 and Susquenango Ed. Off. Les Smith, Susquenango Cdr Mary Kucharek, D6 Secy. Chris Foster and Bob Kucharek



Boat Safety Courses

America's Boating Course

\$50.00/person

Register for the Second Session: 5 Monday Nights -- March 6th – April 3rd, 7:00 – 9:00 p.m.

Obtain your USPS Boating Safety Certificate to operate recreational boats and Personal Watercraft (PWC). Certificate is recognized by all states and **satisfies New York State's Brianna's Law requirement.**

America's Boating Course provides you with basic boating knowledge including types of boats and their uses, boating laws (both federal and state), safety equipment (both required and recommended), navigation rules, adverse conditions, communications, trailering, knots and lines and water sport topics.

Boat Handling

\$120.00 (non-member), \$76.00 (USPS member)

6 Monday Nights -- April 17th – May 22nd, 7:00 – 9:00 p.m.

This course is recommended for both power boaters and sailors who have completed the America's Boating Course, since it builds upon the basics taught in that course. Students learn practical marlinespike (a.k.a. knots), navigation rules, hull design and performance, responsibilities of the skipper, boat care, operating a boat under normal and abnormal conditions, what to do in various emergencies and weather conditions, nautical customs and common courtesies on the water.

Marine Navigation

March 7th – May 16th. The class is 10 weeks over an 11 week period since there is no class on April 11th when the school is closed for the Easter break.

Member price is \$100, non-member is \$143

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 his/her way even if their GPS fails. The course includes many in-class exercises, developing the student's skills through hands-on practice and learning. Nine classes of two hours each normally 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, including the "Seaman's Eye" – simple skills for checking that one is on course.

Classes held at Johnson City High School, 666 Reynolds Rd., Johnson City, NY

**For more information and to register: www.susquenango.org
or call Les Smith at 607-797-7391**

Susquenago Sail and Power Squadron's Change of Watch 18 February 2023





Spring pre-launch checklist

Before launching your boat this season, follow this spring pre-launch checklist.

Inspect and lubricate seacocks.

Inspect and replace hoses and hose clamps as needed.

Replace worn or deteriorated zincs.

Inspect props for dings, pitting and distortion. Make sure cotter pins are secure. Grip the prop and try moving the shaft; if it's loose, the cutlass bearing may need to be replaced.

Make sure the rudderstock isn't bent.

Inspect the hull for blisters, distortions and stress cracks.

Make sure the engine intake sea strainer is properly secured and corrosion-free.

Check the engine shaft and rudder stuffing boxes for looseness. After launch, recheck these items and through-hulls for leaks.

Use a hose to check for deck leaks at ports and hatches. Renew caulk or gaskets as needed.

Inspect rubber outdrive bellows for cracked, dried or deteriorated spots (especially in the folds); replace if suspect.

Check power steering and power trim oil levels.

Inspect the outer jacket of control cables. Cracks or swelling indicate corrosion; if present, replace the cable.

–John McMullen

America's Boating Compass

When older people say, "Enjoy them while they are young." They are talking about your knees and hips not your kids.

The boat used as the S.S. Minnow in Gilligan's Isle was a 1964 Wheeler with a cruising speed of 12 knots- which means they couldn't have traveled more than 41.5 miles. Now I'm starting to doubt if the show was even real.



I found that I have been happier since I changed from coffee in the morning to orange juice. My doctor explained that it's the vitamin C and natural sugars but I really think it's the Vodka



Drink whiskey. No great sea story ever started with a glass of White Zinfandel.



River boating

The greatest difference between coastal boating and river boating is the constantly changing nature of inland waters. Water depths never stay the same. Currents vary from fast to nonexistent. Channels change with shifting sand, silt and mud. And navigational aids move regularly.

Currents

Strong river currents create problems for both commercial and recreational boats. On some rivers like the Mississippi, currents reaching 8 to 10 mph make it difficult for low-powered boats to get upstream.

Handling a boat in a strong current takes effort and practice. While heading downstream, skippers can lose partial control, putting their boats at the mercy of the current.

The [Navigation Rules](#) give the right-of-way to vessels traveling downstream for this reason.

Water depths

River depths vary depending on the amount of water coming from upstream. In droughts, the water may fall too low to be navigable; in floods, it may run high and strong and be littered with trees, logs, and debris.

Detailed river charts are indispensable. The charts define safe channels with colored and shaded contour lines. Get accurate water depths from daily river levels on weather forecasts and local newspapers.

Stay within marked channels unless you are sure of the water depth and your boat's draft. Don't be tempted to take the shortest route between two points. When the river is flooding, it can extend for miles beyond its usual banks, making it difficult or impossible to find the normal channels.

Use common sense, handle your boat carefully, and make good use of charts and aids to navigation.

Debris

Logs sometimes float just under the river's surface; at other times, they stand on end and float upright. Keep a lookout for debris because the part you do not see is often larger than the part you do.

Debris damages propellers, shafts, lower unit casings and hulls. If you hear or feel a thump, stop and check for damage. If you feel an unusual vibration, go slow until you determine its source.

Reading the river

A riverbank gives clues to the water's depth. Along a steep bank, you can expect relatively deep water up to the shoreline. A long, gently sloping beach usually means that the water is shallow a long way from shore.

You can often tell shallow water by a difference in the water color, by ripples when the water is calm, or by a patch of quieter water amid choppy water.

If you suspect shallow water, slow down to bare steerageway. Engage the propeller only as needed to maintain headway. You may be able to partially raise the propeller on an outboard motor or stern drive.

Check your wake to see if you are stirring up mud or sand. Place a lookout at the bow to measure the depth of water with a boat hook or weighted line.

MARCH MADNESS



THE YOUTH OF TODAY WILL NEVER KNOW OUR STRUGGLE

To avoid confusion, this city just installed new signaling for a roundabout...



GoodLivingGuide.com



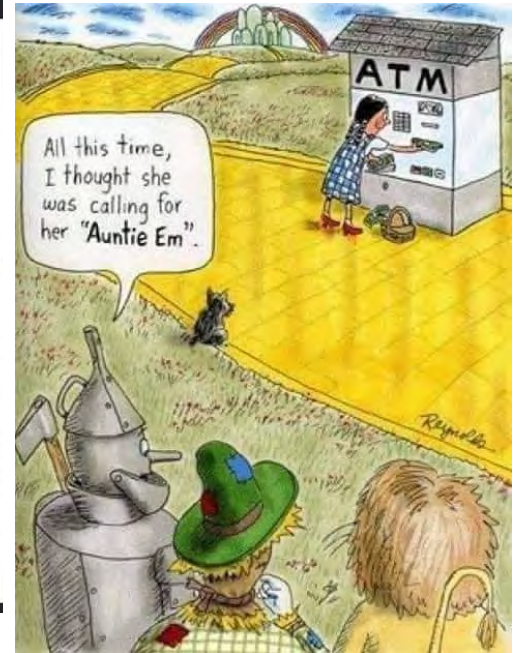
"I didn't get a good look at the person. All I know is one of them couldn't resist taking my new boat out for a joyride."



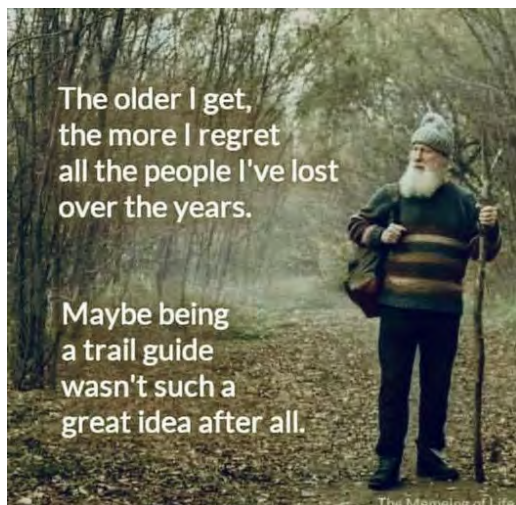
"Shhhh, Zog! ... Here come one now!"



A priest, a rabbit and a minister walk into a bar. The bartender asks the rabbit "what'll ya have?" The rabbit says "I dunno. I'm only here because of Autocorrect."



All this time, I thought she was calling for her "Auntie Em".



The older I get, the more I regret all the people I've lost over the years.

Maybe being a trail guide wasn't such a great idea after all.

The Memeing of Life

Meanwhile in Florida, the alligators have developed sign making skills.



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