



Susquenago  
**SeaChest**



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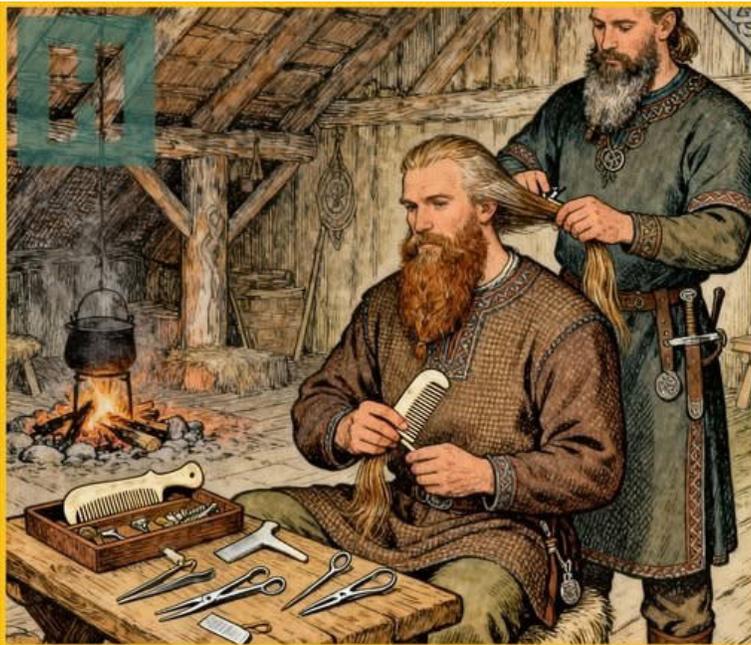
District 6

## Susquenago Happenings

- 18 March 7:00PM – Zoom Meeting from St. Petersburg, FL
- 15 April Susquenago Meeting -TBD (Suggested ham dinner at TOB fire station)
- 17-19 April – D6 Spring Conference – Holiday Inn Downtown Binghamton

**Contact Lt/C Linda Rought, P @ 607-760-6388**

## Did You Know?



Vikings bathed weekly, carried portable grooming kits with tweezers and ear cleaners, and used herbal soaps. English clergy complained Norse men were stealing their women with their cleanliness and well-combed hair.



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





# SeaChest

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**Editor Emeritus** P/D/Lt/C John Young, AP  
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## Commander's Comments

Thanks to all who attended our Change of Watch dinner/meeting at Jonathan's in Endwell. Always a good time and good food. My personal thanks to D/Lt/C Mike Acciai, AP for doing our installation. I also thank Lt/C Linda Rought, P for arranging the evening and Theresa Gallagher for decoration our beautiful cake. She is the wife of our newest member Brian. I am honored to serve as your Commander for at least one more year.

Bob and I had a great time in Syracuse on 20 February assisting the Syracuse Squadron at their booth at the Central NY Boat Show. At one point there were 3 squadrons represented!

The ABC class is underway and will run through 23 March 2026 at the Johnson City High School.

We now know that we placed 2<sup>nd</sup> in the America's Boating Club Community Relations Award. It's nice to receive national recognition for all the work that our squadron does for the community – in particular P/Lt Ann Smith, P.

Our March meeting will be via Zoom as your Commander will be in sunny Florida. Please plan to attend. An email with a link to join will be sent to all members prior to the meeting date of 18 March.

Don't forget to mark your calendars for the District 6 Annual Meeting which will be held 17-19 April at the Holiday Inn in Binghamton. Our own Past Commander D/Lt/C Michael Acciai AP will be installed as District Commander. It's a great opportunity to attend a District meeting close to home. Registration information will be forthcoming.



Always remember... **"Home is Where the Anchor Drops".**

*Commander Mary*



# Change of Watch 2026









*Congratulations to:  
Commander Mary, Bridge  
Officers,  
Committee Chairs and  
Members at Large.*

*2026-2027*

## Did You Know?



Ancient Egypt had 12 months of exactly 30 days, then added 5 festival days at year's end to honor the gods. No leap years. No chaos. Just cosmic order meeting divine celebration for over 3,000 years.

The Ancient Egyptians solved the calendar problem 5,000 years ago with mathematical elegance that would make modern engineers jealous.

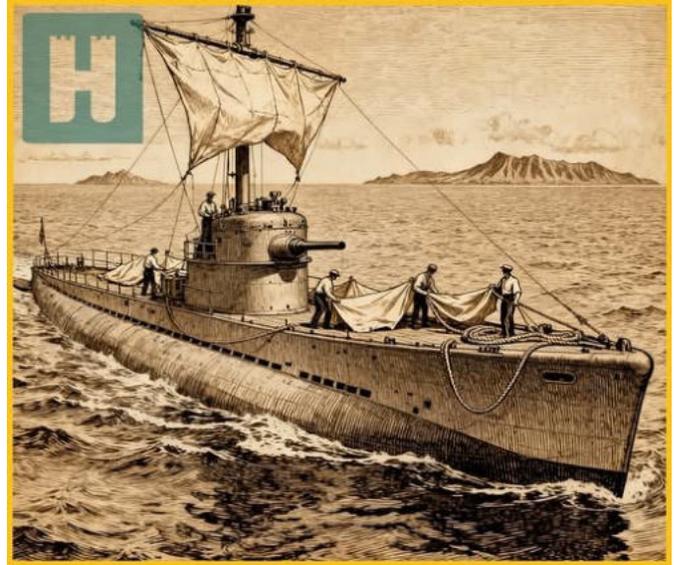
While we struggle with irregular month lengths and leap year calculations, the Ancient Egyptians created a calendar of stunning simplicity around 3,000 BCE. Twelve months of precisely 30 days each, organized into three seasons that followed the Nile's agricultural cycle. The math was clean, the structure was logical, and everyone knew exactly where they stood in the year.

But the solar year runs roughly 365.25 days, not 360. Rather than create complicated adjustment systems, Egyptian astronomers simply added five epagomenal days at the year's end. These weren't bureaucratic corrections but sacred festivals celebrating the births of Osiris, Horus, Isis, Nephthys, and Set. The entire civilization essentially took a five-day spiritual pause between years.

This calendar system remained remarkably stable for over three millennia, a testament to Egyptian mathematical sophistication and their ability to weave together astronomy, religion, and practical governance. The priests who maintained this system were astronomer-mathematicians, tracking Sirius's heliacal rising to mark the new year and the Nile's flood season.

It's a reminder that ancient civilizations weren't primitive predecessors stumbling toward our modern solutions. They were sophisticated problem-solvers who created systems perfectly suited to their world, some aspects of which we've never quite matched for elegance.

## from: History Club



When their submarine ran out of fuel far from port, the crew improvised emergency sails from blankets and canvas. They literally sailed a submarine back to Hawaii, making naval history through pure desperate ingenuity.

In 1921, a US Navy submarine did the unthinkable when stranded 100 miles from Hawaii. What the crew rigged up had never been tried before.

The submarine found itself dead in the water, engines silent, drifting helplessly in the Pacific swell. The crew faced a grim reality with no way to call for help and limited supplies. But the captain refused to accept defeat.

In an act of brilliant improvisation, the sailors gathered every piece of canvas, blankets, and fabric they could find aboard. Using the periscope and whatever makeshift masts they could rig, they created emergency sails. It was absurd, dangerous, and had never been attempted in modern naval history.

For hours, this steel war machine limped along under sail power like an ancient vessel, the crew working tirelessly to catch every bit of wind. Against all odds, they managed to sail close enough to shipping lanes to be spotted and towed the rest of the way to Pearl Harbor. The incident became legendary in naval circles, a testament to the resourcefulness and determination that defined the early submarine service.

This story remains one of the most remarkable examples of crisis innovation in US Naval history, proving that sometimes the old ways combined with sheer willpower can solve even the most modern problems.

February 11, 2026

# Maintenance

## COMPASS

### Tips for spring commissioning

The time has come to unwrap your precious jewel, step aboard and sail away—right? Not so fast.

In a previous article on [winterization](#), we mentioned two tasks: Collect all the important stuff (fabric goods, the all-important plug for the bilge drain, etc.) and maintain a list of items you knew would need attention come spring launch (e.g., installing the electronics and a new engine impeller). All of these are part of de-winterization.

But beyond the self-evident tasks, look over the vessel with a critical eye. What needs done? What didn't get done satisfactorily? What random events may have occurred over the winter (think: water intrusion, corrosion, cracked hoses, even mice!)? Commissioning is less about performing the winterization process in reverse than it is about scouting for potential problems and addressing them before de-winterizing the systems and launching the boat.

#### ***Make a plan***

We daydream all winter about the improvements we intend to make in the coming season. Now is the time to integrate those plans into the list of routine commissioning steps.

#### **Open up the boat**

- Remove winter coverings on a spring day to start to air out the vessel.

**Check ports and hatches for leaks and water damage. Verify proper operation.**

#### **Inspect the hull—inside and out**

- Before the launch, you or your yard should inspect the hull from the toe plate down.
- Check the integrity of rudders, posts and fasteners.
- Ditto for the lower unit of your outboard and double-check the oil level.
- Wiggle the struts and cutless bearings of your inboard engines. Report excessive play to the yard.
- Check the stuffing boxes.

Continued next page

- Check your zincs. In most cases, replace them now. They are cheaper now, than when accompanied by a haul out later.
- Examine the hull for gelcoat blisters or cracks.
- Watertightness is paramount. Check valves and seacocks for form, fit and function. Examine for freeze damage (cracks). Operate the seacocks to make sure they work and that handles are secure. Tip: Keep 5/16-inch and 1/4-inch nut drivers in your pocket to assure those hose clamps are properly tightened. If any rust is found on a hose clamp replace it before launch.
- Replace any hoses that are cracked or kinked.
- Reinstall that bilge plug.
- Inspect bonding plates.

**Service the bow thruster and apply bottom paint as needed.**

## Make your boat pretty

- Paint the bottom. Hopefully your boat bottom was left in serviceable shape during winterization.
- Touch up the topsides with wax as necessary.

**Clean and dress the swim platform.**

## Service other accessories

- Inspect wiring to assure that it is sound. Look for corroded terminals or blemishes in the insulation that may indicate corrosion within.
- Look for damage from winter visitors such as birds or mice. Findings may be as simple as remnants of nesting, or as challenging as chewed wiring or hoses.
- Look for other freeze damage. You removed all water from the boat last fall, didn't you? Now you can drop your boat in the water.

## Move to inside systems

- Reinstall the batteries. Check voltage and water levels.
- Make sure the battery charger is operating properly.
- Make sure the raw water impeller is in place for both engines and generators.
- Flush out the potable antifreeze. Verify flow out the exhaust of the engine and air conditioner.
- Flush the potable water system and treat with a shock chemical. The water in your tanks isn't so much the culprit as the mold spores that entered the tanks with every warm/cool cycle over the winter. They cling to exposed inside surfaces and make the water skunky.
- Check the bilge water level. Has it gone up since you were launched?
- Top off mechanical fluid levels: engine oil, hydraulic steering fluid, etc.
- Put your antennas up.
- Reinstall electronics and verify operation.
- Is your multifunction display operating properly?
- Does your AIS display targets properly?
- Is your VHF equipment programmed with a valid MMSI?
- You can perform a VHF radio check (voice) on channel 1009 (which used to be called channel 9). Don't use channel 1016 to test voice performance.
- You can perform a digital radio check by initiating a test call to the U.S. Coast Guard at MMSI address 003669999. Don't use regular or distress hails to test DSC performance.

Continued next page

## Clean and dress

- Wipe down all surfaces and clean the ice box (again).
- Deodorize as instructed by the admiral.
- Return cushions and mattresses to the boat. Return your normal complement of linens and towels.
- Restock the galley.
- Fluff and buff the interior.

**Clean and wax the deck if needed. Use a suitable, non-slick wax on any surfaces where traction is required.**

## Perform a vessel safety check

- Check your flares and replace as necessary.
- Check PFDs, including the Type IV throwables—year over year, they tend to take a beating from the sun.
- Inspect man overboard equipment.
- Check operation of engine cutoff switches. Replace the batteries if wrist worn.
- Check the battery expiration date on your EPIRB. Also make sure your registration is up to date and affixed to the unit.
- Are your fire extinguishers current and compliant with carriage requirements?
- Operate your navigation lights and correct deficiencies.

Your situation probably includes things not covered here. Hopefully we have stirred the creative juices and got you thinking about the season ahead. May yours be safe and enjoyable! –Gene Danko

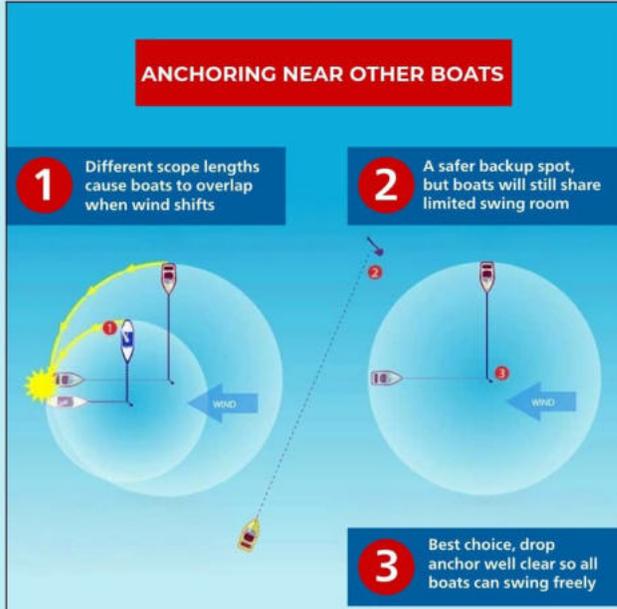
### EMERGENCY SITUATIONS ON SHIPS

<b>1. ABANDON SHIP</b>  Only on Master's verbal instruction. Crew muster at stations with lifejackets and immersion suits. Embarkation deck illuminated.	<b>2. FIRE / EXPLOSION</b>  Sound alarm. Notify Engine Room. Muster parties. Isolate power & fuel. Boundary cooling and fire-fighting commenced.
<b>3. COLLISION</b>  Close watertight/fire doors. Sound alarm. Check for damage/oil spill. Exchange vessel. Verify no immediate danger before leaving.	<b>4. GROUNDING / STRANDING</b>  Stop engines. Exhibit lights/shapes. Check position, hull damage, & water depth. Monitor tides. Secure tanks.
<b>5. MAN OVERBOARD</b>  Release lifebuoy/smoke signal. Post lookout. Commence recovery maneuver (e.g., Williamson turn). Sound three long blasts.	<b>6. STRUCTURAL FAILURE / FLOODING</b>  Sound alarm. Close watertight doors. Locate water ingress. Use bilge pumps. Monitor stability and consider ballasting to reduce stress.

(Link in comments) 

### ANCHORING NEAR OTHER BOATS

- 1** Different scope lengths cause boats to overlap when wind shifts
- 2** A safer backup spot, but boats will still share limited swing room
- 3** Best choice, drop anchor well clear so all boats can swing freely







# Navigating

February 11, 2026

## COMPASS

### Study the charts

Now is a good time to start planning for the boating season ahead, and a top priority in planning a trip should be studying the charts. No GPS can provide the confidence that comes with being a capable navigator.

#### Paper first, GPS second

As much as we like to rely on our wonderful GPS chart plotters, a wise navigator does the work first on paper charts and then transfers that information to the GPS. Aside from the obvious greater detail that paper charts provide, the process of transcribing the information into the GPS provides a second opportunity to make sure the bearings and details are correct and nothing has been overlooked.

#### Look at your charts with fresh eyes

Even with areas we know well on the water and charts we have used many times, looking at a chart as though you'd never seen it before is an excellent way to find detail that might have been previously overlooked. There's always something new to discover.

#### Keep your charts up to date

Our waterways are in a constant state of change, making old information dangerous. You can download up-to-date charts from [NOAA](https://www.noaa.gov). It's a good idea to compare those online versions to your own charts, as NOAA regularly updates changes to depths and navigational aids.

#### Check for real-time updates

If you do an Internet search for "Coast Guard Advisories," you will find a treasure trove of the latest information about conditions on the water. If you take a minute to check advisories before leaving on a trip, you will have another important source of knowledge to make your navigation all the more professional and safe. *—Daniel Fannon*

## Some Naval History From Our State

In 1759 Whitehall was settled at the southern end of Lake Champlain. It was founded by British Army Captain Phillip Skene, originally called Skenesboro. It became the center of maritime trade and is famous as the birthplace of the U S Navy. Benedict Arnold [ before he was a traitor] built ships here for the first naval fleet in 1776. Skenesboro was captured by American forces , as well as Phillip Skenes' trading schooner . The name of the town was changed after the war. The Champlain Canal connects Whitehall to the Hudson River., in use since 1819. Since the Revolutionary War, Whitehall has been known for ship building, training and harbor defense.

During the Revolution, Benedict Arnold, under Phillip Schuyler built a fleet of vessels to confront British forces at Valcour Island. The surviving vessels returned to Whitehall to be destroyed to prevent them from falling into enemy hands. The next year John Burgoyne led his forces through here en route to the Battle of Saratoga. During the War of 1812, the area was used to build ships to battle British forces on Lake Champlain at the battle of Plattsburg. The U S Navy was established October 13, 1775 by the Second Continental Congress.

The NY Naval Militia was formed in 1889 and mustered into state service in 1891 as the First Battalion of the Navy Reserve Artillery and have been in continuous service every since. One year later they were called into active duty during the 1892 cholera epidemic on Fire Island. Following the sinking of the USS Maine, the Navy Department called up the Navy Militia volunteers for duty in the Federal Auxiliary Naval Force . The Spanish American War had begun and New York Naval Militiamen manned 2 auxiliary cruisers that engaged in the battle of Santiago. and later protected New York Harbor. They have served in every conflict from then onto 911, In 2001 the state created a Military Emergency Boat Service [MEBS} in an attempt to strengthen Homeland Security efforts. It is a fleet of high speed all aluminum patrol boats .

There are many major warships carrying our state name. Here are some of the more notable.

USS New York [BB-34] served in both world wars and bombing of Iwo Jima and Okinawa 1945 and participated in Bikini Atoll atomic test

USS New York [CA-2] an armored cruiser serving as flagship for North Atlantic Squadron during Spanish American War

USS New York [LPD-211] modern amphibious dock dock built with 7.5 tons of steel from World Trade Center

Submitted by :

P/C Nancy Harvey  
mmh4@cornell.eduruins



# Saint Patrick's Day Libations from Recipe Haven



## 🍀❤️ Shamrock Margarita ❤️🍀

It's refreshing, slightly sweet, and dangerously easy to sip.

### 🛒 Ingredients (1 margarita)

- 2 oz silver tequila
- 1 oz fresh lime juice
- ¾ oz triple sec
- ½ oz melon liqueur (for green color)
- ½ oz simple syrup (optional, adjust to taste)

Ice

For the rim:

Lime wedge

Salt or green sugar

Optional garnish:

Lime wheel

Mint sprig

### 🍷 How to Make

- 1 Run a lime wedge around the rim of your glass and dip into salt or green sugar.
- 2 Fill a shaker with ice.
- 3 Add tequila, lime juice, triple sec, melon liqueur, and simple syrup.
- 4 Shake vigorously for 15–20 seconds until well chilled.
- 5 Strain into a rocks glass filled with fresh ice.
- 6 Garnish with lime or mint.
- 7 Serve immediately.

❤️ Would you go salt rim or sugar rim?

Save this recipe & tag your margarita-loving friend!

## The CEOs of Budweiser, Coors, Killian's, and Guinness

Walk into a bar and the bartender takes orders.

The CEO of Budweiser says "I'll take a Bud Light. It's crisp, refreshing, and doesn't hurt the budget!"

The bartender moves down the line. The CEO of Coors says "I'll take a Coors light. It's colder, even more refreshing, and won't give you a beer gut!"

The bartender moves down the line. The CEO of Killian's says "These guys are amateurs, give me a Killian's Irish Red. It's smooth, flavorful, and distinct!"

The bartender moves down the line. The CEO of Guinness says "I'll have a water."

The others give a confused look.

The bartender says "but... why aren't you ordering a beer?"

He responds, "well, nobody else did."



"You did get your bonus. You're eating it."

# Irish Stout Breakfast Delight – A Decadent Morning Cocktail!

Wake up to indulgence with this rich and luxurious drink, blending whiskey, stout, and coffee flavors – perfect for brunch or evening relaxation.

## Ingredients:

- ✓ 45 ml Irish whiskey
- ✓ 45 ml stout beer
- ✓ 30 ml cold-brew coffee concentrate
- ✓ 15 ml coffee liqueur (Kahlúa or similar)
- ✓ 15 ml cinnamon syrup (for a warm spice kick)
- ✓ 7 ml cacao cream
- ✓ Ice cubes
- ✓ Chocolate shavings (for garnish)

## 1 Mix the Base

1 In a cocktail shaker with ice, combine Irish whiskey, cold-brew coffee concentrate, coffee liqueur, and cinnamon syrup.

## 2 Shake It Up

1 Shake vigorously for 10-15 seconds until chilled.

## 3 Pour & Layer

1 Strain into a glass filled with fresh ice.

2 Slowly pour stout beer over the mix to combine.

## 4 Top with Cream

1 Carefully float cacao cream on top using the back of a spoon for a layered effect.

## 5 Garnish & Serve

1 Sprinkle with chocolate shavings for an extra decadent touch.

2 Serve immediately and enjoy the creamy, rich, and bold flavors!

🔥 Smooth, bold, and irresistibly indulgent –



**Boss:** I know it's your day off but we need you to come in.

**Me:** Can't, I've already started drinking.

**Boss:** But it's only 9am...

**Me:**



# Bacon-Wrapped Asparagus with Hollandaise

Recipe Haven February 8, 2026



Steakhouse vibes at home

Crispy bacon, tender asparagus, and a rich buttery hollandaise... this side dish is a total show-stopper

Ingredients:

1 lb fresh asparagus, trimmed

8 slices thick-cut bacon

1 tbsp olive oil

½ tsp black pepper

For the Hollandaise Sauce:

3 egg yolks

1 tbsp lemon juice

½ cup unsalted butter, melted

Salt, to taste

Pinch of cayenne (optional)

How to Make:

- 1 Preheat oven to 400°F (200°C).
- 2 Toss asparagus with olive oil and black pepper.
- 3 Divide asparagus into bundles and wrap each bundle with 1 slice of bacon.
- 4 Place on a baking rack over a sheet pan.
- 5 Bake for 20–25 minutes until bacon is crispy and asparagus is tender.

Hollandaise Sauce:

- 6 Whisk egg yolks + lemon juice in a heatproof bowl.
- 7 Place over simmering water (double boiler) and whisk constantly.
- 8 Slowly drizzle in melted butter until thick and creamy.
- 9 Season with salt and a pinch of cayenne.

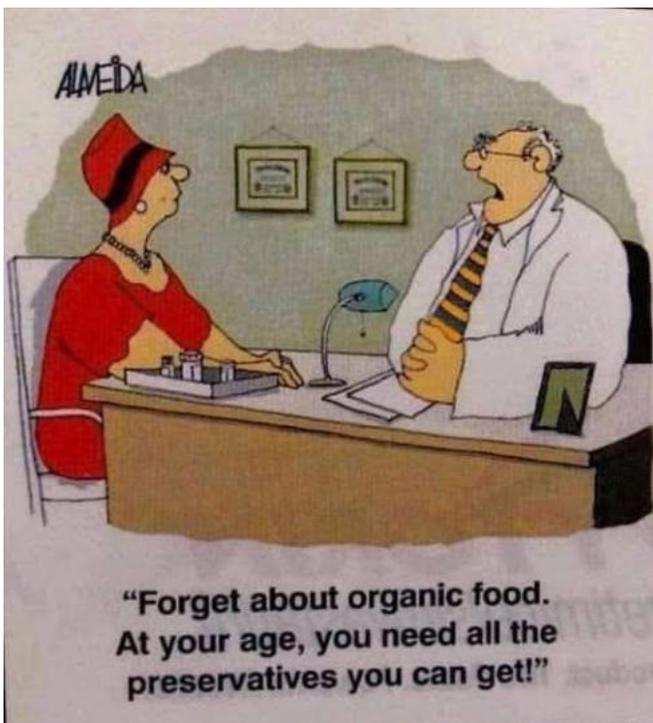
Serving & Decoration Tips:

Drizzle hollandaise generously on top

Finish with fresh parsley or chives

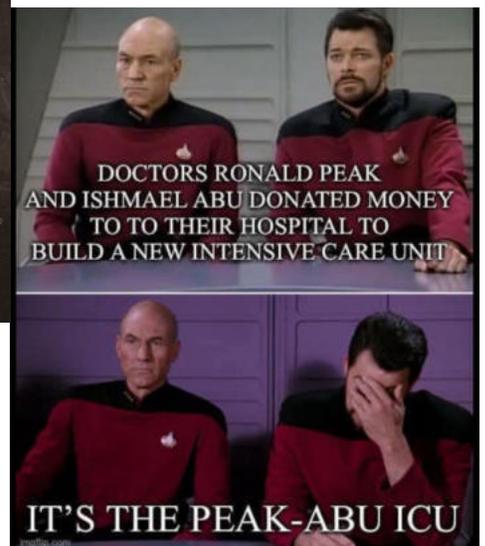
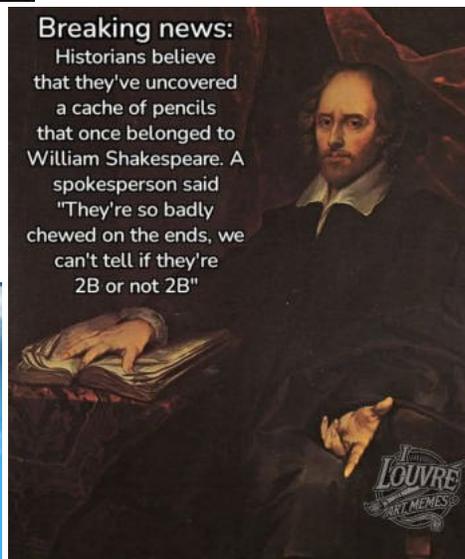
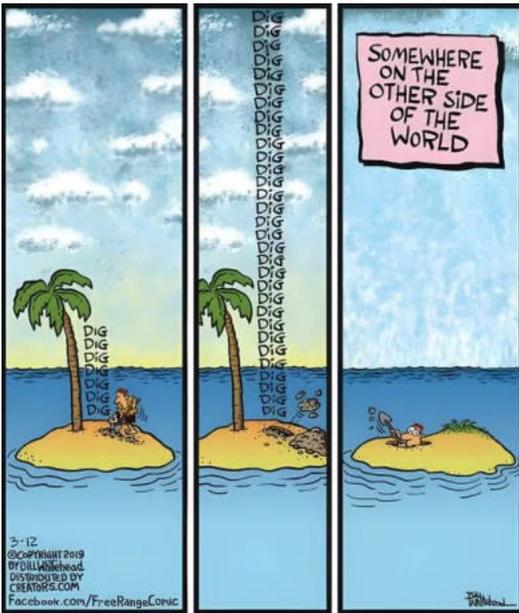
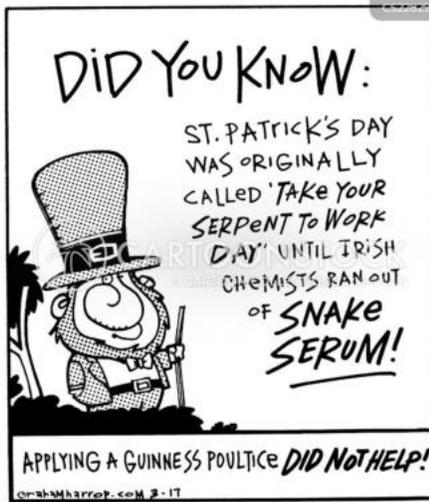
Serve on a white plate for that restaurant-style look

Reel tip: cut one bundle to show the steam + sauce drip



**I might wake up early  
and go running.  
I also might wake up  
and win the lottery.  
The odds are about the same.**

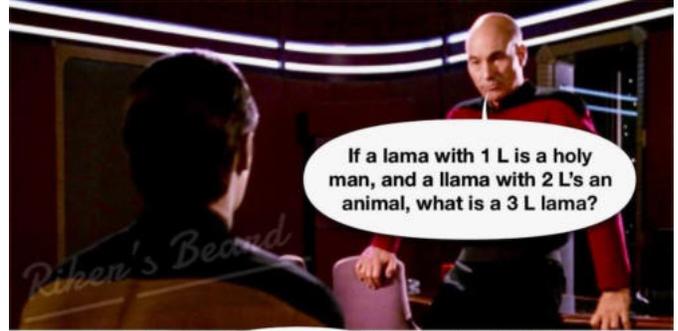
# MARCH TOONS



I DON'T THINK WE GET SMARTER AS WE GET OLDER.



WE JUST RUN OUT OF STUPID THINGS TO DO.



If a lama with 1 L is a holy man, and a llama with 2 L's an animal, what is a 3 L lama?



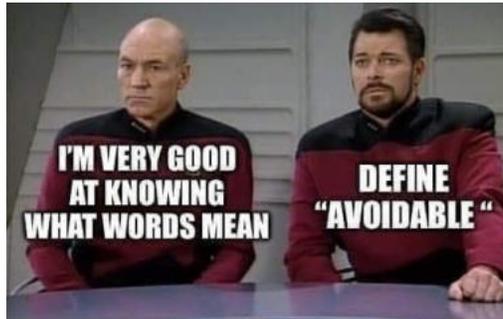
A big fire in Boston?



What's the duck like?

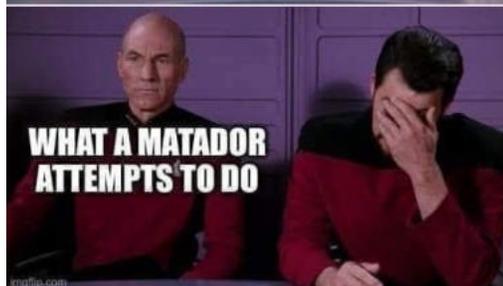


Kinda like the chicken, but it can swim.



I'M VERY GOOD AT KNOWING WHAT WORDS MEAN

DEFINE "AVOIDABLE"



WHAT A MATADOR ATTEMPTS TO DO

FUN FACT: Women spend more time wondering what men are thinking than men spend actually thinking.



I ALWAYS START THE DAY WITH GOOD INTENTIONS...

THEN I GET OUT OF BED AND THAT'S USUALLY WHERE IT ALL GOES WRONG.

SUSQUENANGO SAIL & POWER SQUADRON  
C/O Michael Acciai  
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Endwell, NY 13760-2510