



Susquenago SeaChest



Monthly Publication

May 2023

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District 6

Susquenago May Happenings

17 May - Susquenago General Membership Meeting – 6:00 Dinner, 7:00 Meeting
Park Diner, Conklin Ave., Binghamton

**** 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>**

On the Horizon

17 June – Allan Treman Marina Day (weather delay date 24 June)

21 June – Susquenago Picnic – Acciai's Home, 3801 Country Club Rd., Endwell

Save the Date

3-6 August 2023—District 6 Rendezvous at Bonnie Castle Resort and Marina
13 Holland St. Alexandria Bay, NY 13607

**SHE WANTED TO GO SOMEPLACE
EXPENSIVE**



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





SeaChest

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Commander's Comments

“Life’s roughest storms prove the strength of our anchors.”

Commander
Mary Kucharek, P

I hope everyone enjoyed the taste of summer we’ve have been having lately – makes us think about getting the boats ready to go. It won’t be long now till we are out on the water.

We have several activities in the works, including our May meeting at the Park Diner May 17, an activity during Safe Boating Week which is May 21-27, Allan Treman Marina Day on June 17 (with a weather delay date of June 24), our annual picnic at the Acciai home on June 21 and a squadron rendezvous being planned for August. On the District 6 calendar is the upcoming Summer Rendezvous at Bonnie Castle Resort in Alexandria Bay Aug. 3-6. Whew, sounds like a pretty busy spring/summer coming up. Hope you will join in on the fun activities planned.

Bob & I had the pleasure of attending D6 spring conference in Elmira April 14-16 at the Clarion Hotel. The conference committee headed up by Bridgett Arieno had a great time planned for those in attendance and the accommodations were excellent with very nice rooms and helpful courteous staff. I was pleased to see that 11 Susquenango members were in attendance and we now have 3 members on the D6 Bridge – P/C Mike Acciai as Administrative Officer, P/Lt/ Peg Acciai as Assistant Secretary and D/Lt/C Les Smith as Dist. Education Officer.

Continued on Page 3



To kick off National Safe Boating Week, Susquenango Vessel Safety Examiner, P/C Lt. Bob Gould, will be offering trailered boat inspections on Sunday, May 21 from 10 am to 2 pm in the West Parking Lot of Otsiningo Park in Binghamton. To reserve a time for your inspection, please email

commander@susquenango.org

A local professor, Dr. Matt Seybold, gave a presentation on Mark Twain and R/C Tom Alley presented the seminar “Boating on Rivers, Locks and Lakes”. We had the pleasure of meeting National Education Officer, V/C Chuck Wells, who reviewed the Chief Commander’s comments which were presented via video. Following the conference, we took a side trip to the cemetery where Mark Twain is buried. I found the inscription on his tombstone quite touching – “DEATH THE STARLIT STRIP BETWEEN THE COMPANIONSHIP OF YESTERDAY AND THE REUNION OF TOMORROW”

At our dinner meeting at Grande we were delighted to welcome two new members to our organization – Marcia and Ed Gorman. We had a delicious meal and discussed many items at our meeting. Again, I encourage everyone to attend and get involved in our activities.

And remember... “Life’s roughest storms prove the strength of our anchors”.

Commander Mary 



MARINA DAY 2023



Saturday, June 17th

(Inclement Weather Date – Saturday, June 24th)
10:00 a.m. – 3:00 p.m.

This event is hosted by local chapters of **America's Boating Club** in conjunction with the **Alan H. Treman State Marine Park** and the **NYS State Park Police**.
Also participating: **U.S. Coast Guard Auxiliary/Flotilla 2-2** and **The Ithaca Fire Department**.



The America's Boating Club Schedule of Activities

(Pop-up booth located on the Marina's Main Walkway)

10 a.m. – Fire Extinguisher Demo by the Ithaca Fire Department

11 a.m. – Flare Demo by Les Smith (America's Boating Club Education Officer)

FREE Vessel Safety Checks – Stop by the America's Boating Club booth to register for a 30 minute time slot with a Certified Vessel Safety Examiner starting at 10 a.m. until 3 p.m.

Learn about America's Boating Club Free Mobile App – Download information available at the America's Boating Club booth.

Free Hotdogs, Chips, Water & Cookies starting at 11 a.m. until supply depleted.

For each activity attended,
receive an entry to

**WIN a cruise for 2 people
on the Teal.**



Pre-launch safety basics — America's Boating Compass

Despite the many things that can go wrong on the water, many boaters cast off without attending to some pre-launch safety basics.

Safety briefing

Although it takes little time, a verbal safety briefing is especially important when you have guests aboard. During a safety briefing, the skipper provides vessel safety information to everyone before departure.

Even if you don't have guests aboard, it's a good idea to give your vessel's safety checklist a quick mental review.

Each vessel is unique, so you'll need to customize a safety checklist for the needs of your vessel. If you don't already have a safety checklist, now is a great time to develop one.

Basic safety checklist

When I have guests aboard, I use the following basic safety checklist to review safety plans and procedures and show the location and use of safety equipment:

- Ensure everyone is wearing a life jacket.
- Review basic sailing plan (destination, time estimate, etc.).
- Review weather forecast.

Review [man-overboard](#) procedure and duties.

- Review use of throw rope and life jackets.

Review use of [VHF radio](#), including emergency protocol.

- Review use of engine compartment emergency fire control port.
- Show location and proper use of handle for manual [bilge pump](#).

Show location and demonstrate use of emergency tiller.

Show location and review use of [fire extinguishers](#).

Show location of [flares and signaling devices](#).

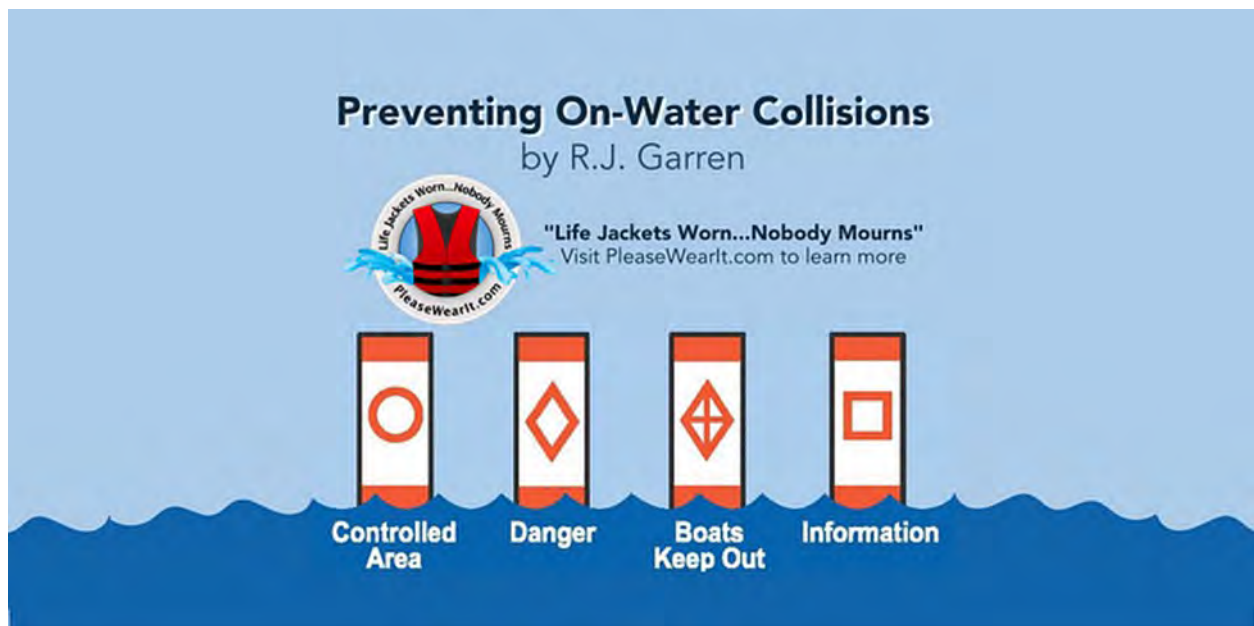
Show location of sound-warning devices.

Show location of [first-aid kits](#)

- Verify that someone aboard can start the engine and maneuver the vessel if the skipper is incapacitated.

— Greg Allen

Article Preventing On-Water Collisions Continued on Page 6



Preventing On-Water Collisions By R.J. Garren

Collisions on inland waters (i.e. lakes and rivers) according to research are one of the leading fears for those who operate motor-powered and human-powered recreational vessels. The best way to overcome those fears and make sure all your days on the water are great fun, is to learn a few things about safely sharing the water with others and avoiding collisions. It should be noted that recreational water-related fatalities are much more common from falls overboard, people overestimating their swimming ability, and those not wearing a life jacket. However, collisions do sometimes result in horrific deaths, injuries, and costly damages to boating equipment. This blog covers a few things you should know that might help you avoid that.

One way to avoid collisions on inland waters is to know what the orange-shaped symbols on floating white buoys mean so you can obey them. An orange, diamond-shaped symbol on a buoy identifies hazards such as dams, rocks, shallow areas, or other obstructions. If there's a cross inside the diamond, it means vessels are prohibited from entering the area. These buoys are used to keep vessels out of swimming areas and other danger zones. An orange, circle-shaped symbol on a buoy identifies restrictions for operating vessels in an area, such as no wake zone or speed limit signs. No wake zones require idle speed and no wake speed typically means that the waves created by your vessel should not reach the shore. An orange, square or rectangular-shaped symbol provides helpful information such as directions, distance, or locations (i.e. fuel, marina etc.).

There are many other Aids to Navigation buoys and markers located along coastal or navigable waters that vessel operators should know how to identify. They assist vessel operators in identifying their position in relation to land, point out hazards, and help operators follow navigation channels. For example, Lateral markers are buoys or beacons that identify the port (left) or starboard (right) sides of a route to be followed. When traveling in a navigation channel between these markers, it's never a good idea to anchor a vessel within that channel. Large vessels, like those used for commercial purposes must stay within the navigation channel's lateral markers. On the Mississippi and other major rivers, it's common to see a towboat pushing fifteen barges and they can take an average of 1 ½ miles to stop so you don't want to get in their way.

All vessel operators need to be careful and courteous because the bigger the vessel is, the harder it is for the operator to see anyone in a smaller vessel. It's a good idea for those operating human-powered craft (i.e. canoes, kayaks, paddleboards) to assume that any larger vessel operator doesn't see you. It's best to wear bright colors, have a vessel with bright neon colors, place reflective tape on your paddle or boat, and always have a white light ready to use. Another good idea is to keep a sound-signaling device handy so you can attract the attention of larger vessels.

A major factor in reducing collisions is that no responsible vessel owner should ever turn over the operation of their vessel to anyone who hasn't been properly trained in operating that vessel! Surprisingly, countless people have shared their keys to personal watercraft (i.e. Wave Runner, Sea-Doo, Jet Ski, etc.) and other vessels with those who are not properly trained in operating that vessel, with deadly results. When all you have to do is squeeze a throttle to operate a personal watercraft it may seem easy to drive. However, it's challenging for people to understand how to stop or steer because you just keep going in the direction you were headed if you stop squeezing the throttle. First-time personal watercraft operators are often surprised to discover that there are no brakes, reverse, or steering capabilities when you release the throttle on those vessels! A few personal watercrafts and most other motorized vessels have reverse capabilities, but there's still no way to stop any of them quickly and the bigger the vessel is, the longer it takes to stop.

If you're operating any vessel, it's critical to keep yourself hydrated with water and not under the influence of alcohol or other drugs, which can actually dehydrate you. Dehydration from a day out on the water, combined with things like sun, glare, wind, wave action, boat noise, and vibration can create what's called "boater's hypnosis," that can impair reaction times and have similar effects as alcohol intoxication.

In this blog, I've only covered a few of the methods to help you avoid an on-water collision and increase your chances that all your days on the water are great fun. There are many other things to know like navigational rules, as well as proper lighting for night operation of a vessel, that are key factors in avoiding collisions. The best way to learn about all that and more is to take a boating safety course designed specifically for the type of watercraft you operate. Even if you just plan to rent a vessel sometime in your life, you should take a boating safety course because it might save your life.



Life Jacket Classifications (from West Marine)

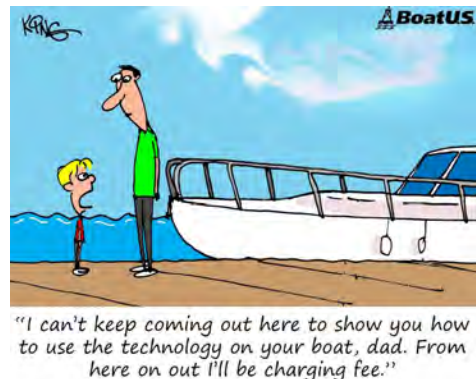
Type I: Often referred to as “offshore life jackets”, these are the most buoyant, and have the highest performance of any approved PFDs. They have the greatest tendency to turn a limp body face up, and hold it in the proper inclination. They are also somewhat uncomfortable and distinguished by utilitarian designs, which while unattractive makes them a good choice for industrial applications.

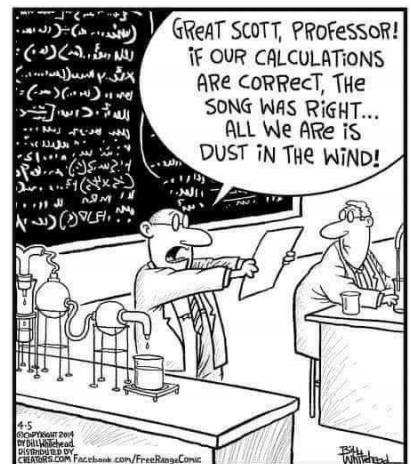
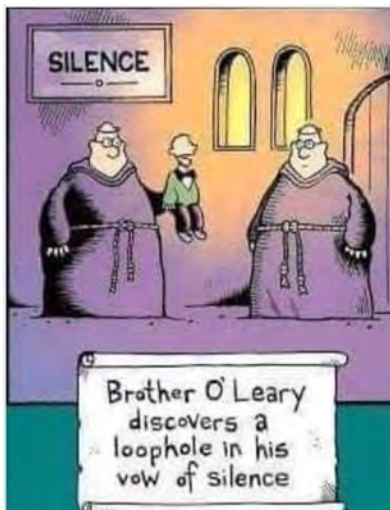
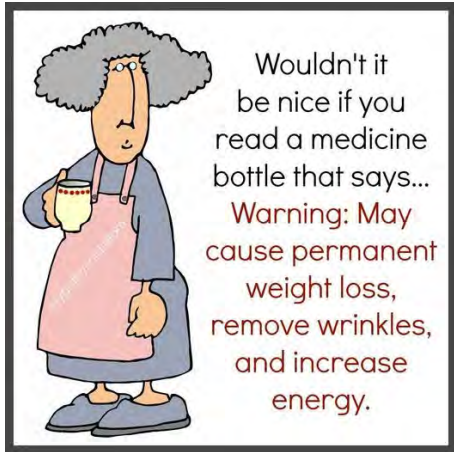
Type II: We refer to these as “near shore buoyant vests”. They are the cheapest, and while OK for occasional use in protected waters, no boater would want to wear one. This is because they are uncomfortable, restrict movement, and have mediocre performance. Boaters often purchase these life vests to augment their boat's normal complement of life vests to ensure that they are "Coast Guard legal" in the event that unexpected guests come onboard.

Type III (Certification Level 70): Under a new system of lifejacket labeling, Type III life jackets are now designated as “Certification Level 70” devices. These life jackets are designed with user comfort in mind — but at the expense of righting force and total flotation. As the most popular type of life jacket that West Marine sells, they are offered in a variety of designs which in addition to comfort accommodate various boating activities, such as fishing, paddle sports, general recreation and high speed water sports.

Type IV: Referred to as "[throwable flotation](#)," these buoyant devices are not designed to be worn, but rather to be thrown to someone in the water. They are not to be used as a primary device for anyone, especially non-swimmers.

Type V: This Type designates a special use device or a device that requires special care or knowledge of its specific features. It is a catchall for PFDs that don't fit in the other categories but are still approved by the USCG. For example, automatic inflatable life jackets with a built-in harness are assigned to this category. In order to provide specific information about what each Type V PFD is useful for, they will often be listed as Type V with Type I, II or III Performance.





What's the difference between an alligator and a crocodile?



I believe the main difference is that one will see you later and the other will see you in a while. I could be wrong, I'm not a zoologist.



Did you know that if you garden in your back yard naked, your neighbors will build you a privacy fence for absolutely no cost to you.



Please stay home and stay safe... If you die, your wife will sell your Boat based on the price that you told her you paid for it...

MOM SAID SHE FOUND THIS PIPE IN MY CAR AND THAT WE NEEDED TO HAVE A TALK...



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