



Susquenango SeaChest



Monthly Publication



November 2022

Volume 67 Issue 11

District 6

Susquenango November Happenings

11-13 November 2022: D/6 Fall Council & Conference, the Ramada by Wyndham hotel
Liverpool/Syracuse, NY

16 November 2022: Squadron General Membership and Thanksgiving Dinner Meeting, Kirkwood Elks Lodge, 1309 US Route 11, Kirkwood, NY 13795 Start time:1600Hr **

10 December 2022: Susquenango Holiday and Christmas Party, Grande's 1250 Upper Front St, Binghamton, NY 13901, Start Time: 1600Hr **

**** Please Contact Lt/C Linda Rought, P if you are planning to attend these Squadron Events. Phone 607-760-6388 or email Linda Rought <ldrought@stny.rr.com>;**

Over the Horizon

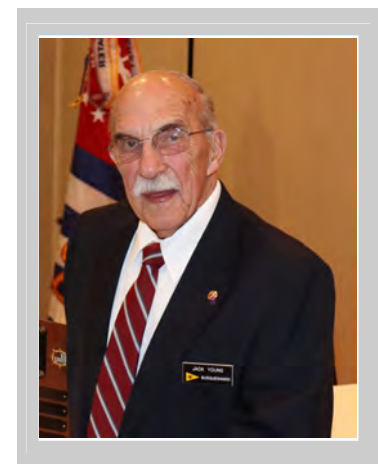
14-16 April– Spring Conference & COW, Elmira NY

Calling all Bridge Officers, Committee Chairs and Committee Members!

It is Merit Mark time again. Please send me your time in hours and duties performed. Include the number of classes taught or proctored. Time teaching and proctoring is automatically calculated.

Thank you,
Cdr Mike

Email: commander@susquenango.org



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





SeaChest

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Commander's Comments



Commander
Michael Acciai, AP

After an hour plus of good food, drink, laughter and fellowship I called the meeting to order and the Bridge Officers and Committee Chairs got down to business and reported on the last months activities.

I'm happy to report that all is looking well for Susquenango at this time. Lt/C Peg Acciai, P distributed September's meeting minutes that were read and approved for publish.

Treasurer P/D/C Nancy Bieber, P reported that the Squadron was solvent.

P/C Mary Kucharek, P reported that our Boscov's Friends Helping Friends event that was still in progress was doing well and over \$400.00 had been raised so far. Please see her report on page 3 of the SeaChest.

Lt/C Linda Rought, P gave the dates and locations for our November and December events. Details can be seen on page 1 of the SeaChest. She also reported in New Business that she is the Nominating Committee Chair and working with Lt Bob Kucharek P-IN will be calling members to fill 3 Bridge positions that will be available next term.

D/Lt/C Les Smith, JN reported that the Johnson City School District accepted our requested schedule of classes for ABC and Boat Handling starting in January of 2023. The schedule and cost can be seen on page 4 of the SeaChest. Please, any member who knows someone looking for a boating class please direct them to our web site so they can contact Les and join our classes.

Public Relations Officer Lt Ann Smith, P who was still working the Boscov's table sent in her report on our fund raiser to be held at Burger King in Vestal. You can see the details of her report on page 3 of the SeaChest. Ann also provided new posters and trifolds for the advertising of our January classes.

Membership Chairman P/C Dave Olds reported that we presently have 50 active members and that our roster at National is up to date and correct. All missing email addresses were updated and are now current. It is our intent to update our local roster now that these issues with National have settled out.

Continued on Page 3

Commanders Comments Continued

The rest of the meeting was a discussion on the Ad Hoc Committee Status Report on Reorganization sent out by National that I distributed among the Bridge and Committee members. The conversation revolved around the new but yet to be released section 6 and 7 bylaws governing Squadron and District streamlining. More on this to come after our District Conference on 11-13 in Syracuse.

Merit Mark qualification will be due in mid-November, so please send me your hours worked and projects served to me as early in November as you can.

Until we meet again, I wish everyone a safe and pleasant October and Halloween activities.

Susquenago Sail and Power Squadron Officer Reports

Friends Helping Friends a Huge Success!

This year, Boscov's Friends Helping Friends event was held on October 19th and it was our best year ever! Thanks to those who "manned" the table in the store....Bob Kucharek, Nancy Beiber, Peg Acciai, Cris Broderick and Ann Smith. I was happy to help out too. Thanks also to all who bought or sold passes in advance. It was a fun day and netted our squadron over \$400!

Final \$435

Executive Officer
P/C Mary Kucharek, P

Fundraiser at Vestal Burger King to benefit Susquenago Sail & Power Squadron
Tuesday, November 15th, 5:00 – 8:00 p.m.

Please support our squadron by purchasing food at the Vestal Burger King between 5:00 & 8:00 p.m. on Tuesday, November 15th. The restaurant is located at the corner of Sycamore St. and Ash Rd. in Vestal (across the street from Harbor Freight and near the Lowe's Home Improvement store). Burger King will give a donation to our squadron equal to 20% of the sales taken in during the fundraiser time period. Les and Ann Smith will be at the Burger King during that time period, as the squadron representatives, to answer any questions about our squadron and to hand out brochures on our upcoming classes. Please spread the word to friends and family to participate as well!

Public Relations Officer

Lt Ann Smith, P



Boating Safety Courses

America's Boating Course

\$50.00/person

Register for the First Session: 5 Tuesday Nights -- January 10th – February 7th, 7:00 – 9:00 p.m.

OR

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 courtesy on the water.

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

19 October 2022 Executive Meeting at the Park Diner



Fuel dock safety America's Boating Compass

Topping off our fuel tanks is not only one of the more expensive activities boaters do, but it's also one of the most dangerous, especially if your boat runs on gasoline as opposed to diesel. To make refueling as safe as possible, follow these fuel dock safety tips.

1. After tying up at the fuel dock, secure all ports and hatches in the closed position to keep fuel vapors outside the cabin and engine spaces.
2. Keep a portable [fire extinguisher](#) in the cockpit or near the fuel fill area.
3. Keep absorbent pads handy near the fuel overflow vent if possible.
4. Secure the connection between the fuel nozzle and the fuel fill connector to prevent static sparks.
5. Keep an eye on the fuel gauge while filling up. Fuel will expand in tanks when the boat is unattended and the weather warms up, so leave room for expansion. If you plan on boating right after filling up, this isn't as critical.
6. After fueling and securing the fuel nozzle and fill cap, open all hatches and start the bilge blowers. Use the sniff test to check for vapors in the engine room space. Remember, "take five to stay alive": Run the blowers for at least five minutes before starting the engines—even on busy weekends when others are waiting to access the fuel dock.
7. Check for leaks, wipe up any spilled fuel, and properly dispose of used absorbent pads on shore.

—John Schwab



Inflatable life jackets America's Boating Compass

When inflatable life jackets fail, the results can be deadly. Unknown bladder leaks, fabric degradation or an improperly installed carbon dioxide cylinder can render inflatable life jackets ineffective by preventing inflation or their ability to stay inflated.

Properly inspect and maintain your inflatable life jackets to ensure that all parts remain in good working order. Follow the maintenance instructions for your brand as instructions vary by manufacturer.

The following basic inspection guidelines should not replace or supersede manufacturer recommendations or instructions.

Before getting underway

- **Inspect the service indicator**, if any, to ensure it's green. If it's red, the mechanism has been fired or fitted incorrectly.
- **Check for visible signs of wear or damage.** Make sure that there are no rips, tears, or holes; the seams are securely sewn; and the fabric, straps, and hardware remain strong.
- **Ensure that auto-inflating components are armed and not expired.** Following the manufacturer's instructions, reveal and inspect the inflation system and oral inflation tube. Check that the CO₂ cylinder is firmly secured and free from rust or corrosion. If you remove the cylinder for inspection, replace it carefully and don't over-tighten.

Repack the lifejacket following the manufacturer's instructions. Ensure that the pull-tab lanyard is accessible and unlikely to be inadvertently snagged when worn.

Periodically or when in doubt

- **Inflate the bladder using the oral tube.** Leave it inflated overnight in a room with a steady temperature. If the bladder loses pressure, take the life jacket to an authorized service center for further tests. Don't attempt to repair a life jacket yourself. If pressure remains steady, deflate the life jacket by turning the inflation tube cap upside down and pressing it into the inflation tube. Gently squeeze the inflatable life jacket until you've expelled all air. Do not wring or twist the life jacket.

- **Repack the life jacket** following the manufacturer's instructions. Make sure the pull-tab lanyard is accessible and won't be snagged when worn.

Store your life jacket in a dry, well-ventilated location out of direct sunlight. Rinse your life jacket with freshwater after saltwater exposure and dry it thoroughly prior to storage. If your life jacket is set for auto-inflation, remove the auto-inflation cartridge prior to rinsing. The life jacket manufacturer may have specific requirements, so read the instructions on the jacket.

—U.S. Coast Guard

I'm writing a book
about all the things I
should be doing in my
life.
It's an
oughtobiography.



On HGTV, people can flip a whole house in a month. Meanwhile, I've been "getting ready to vacuum" for a week now.

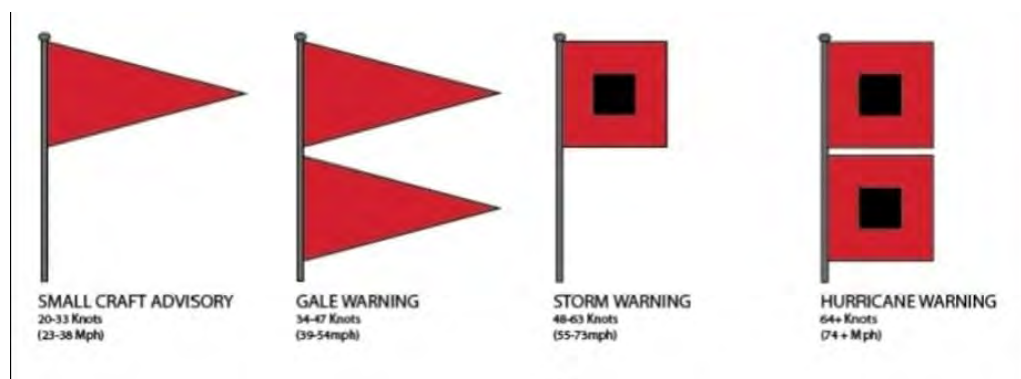
National Safe Boating Council

A VHF (Very High Frequency) Radio is an essential piece of safety equipment to have on your boat, and in an emergency it may be your only line of communication from sea to shore. Here are FIVE tips to use your VHF radio:

1. Turn on the VHF unit and adjust the squelch by turning the knob until the static stops.
2. Then, perform a radio check to ensure your unit is functioning properly.
3. Radio checks can be performed by tuning to one of the common working channels (9, 68, 69, 71, 72, 78), or by hailing "TowBoatUS" on channel 68.
4. Then key your mic and call "radio check" three times, followed by the name of your boat. A boater will reply to confirm that your radio is working properly. If you're in an area with little boating traffic, try coordinating the radio check with a friend.
5. You can then leave your VHF on Channel 16 to monitor communications.



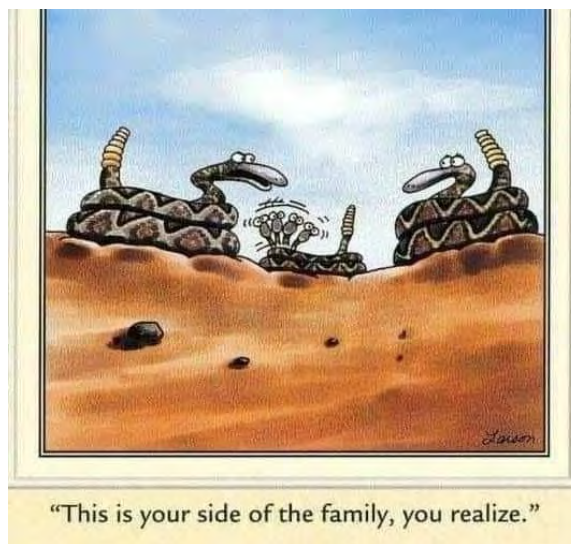
"He's holding onto to the boating season. Once he's treated for frostbite, I'll help him put his boat away."

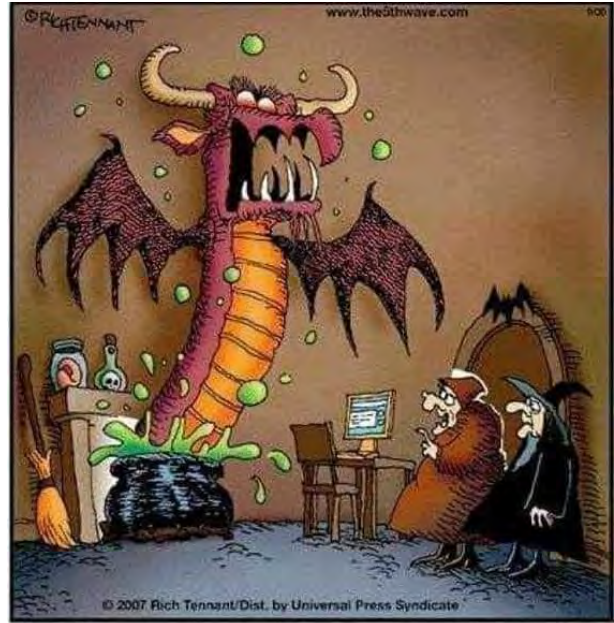
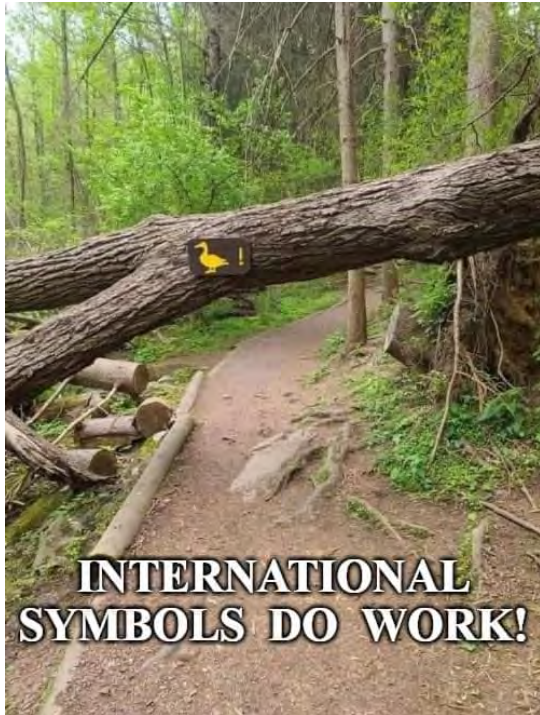


A Little November Humor

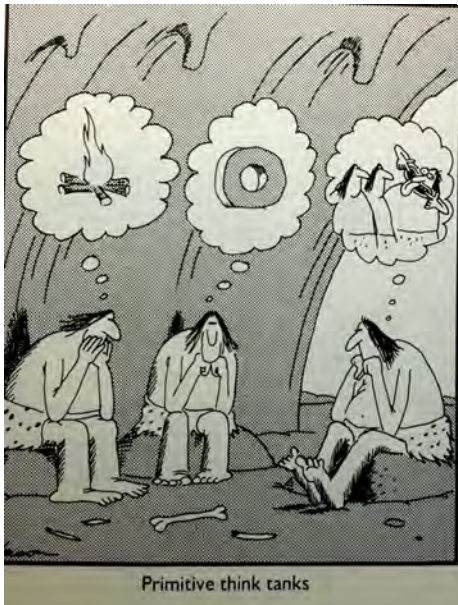


Pre internet chat room using An old version of windows...





"It was supposed to be a simple sleep potion. That's why you can't always trust the information you get off of 'Wiccapedia.'"



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