



THE BILGEWATER

UTICA SAIL & POWER SQUADRON, INC
Sail and Power Boating - America's Boating Club®

A Unit of United States Power Squadrons

Utica, New York

usps.org/localusps/utica

December 2006

District 6



IT'S PARTY TIME!

Happy Holidays to all and to all a good night (12th. Night party, that is). Mark your calendar for 14 January 2007 at 12:30 PM to attend the 2007 12th. Night party at the Ramada Inn in New Hartford. Plans are being made for a very enjoyable get together for USPS friends.

Have you ever dreamt of sailing in the Greek islands? P/C Harry Winberg, SN and his family did just that last summer. Harry has graciously agreed to share tales and pictures of their adventures. You will not want to miss his presentation at the 12th. Night party.

The usual fine conversation will also be interrupted by a surprise presentation. In addition a few new members will receive their membership certificate and we will all renew our membership pledge with them.

So you say, "What's on the menu"? Well, you may choose between, Chicken Marsala, Roast Pork with a Mustard Crust, and Stuffed Haddock Florentine. This will cost you \$20.00 per person including the gratuity, meal beverage and dessert. The cash bar will be open for cocktails at 12:30 and we will eat at 1:30.

Lt/C Linda LaDuc, P is our Administrative Officer who has put this great party together. She will need to know if you can attend and what you would like to eat. Please phone Linda at 315 839-5522. This will be another very fine Utica Sail and Power Squadron event that you will not want to miss.



UTICA SAIL & POWER SQUADRON - OFFICERS



COMMANDER'S MESSAGE

by Cdr Gerald R. Fry, JN

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DATES TO REMEMBER IN '06

SQUADRON MEETING 3 JANUARY
BILGEWATER DEADLINE 10 JANUARY
12TH. NIGHT PARTY 14 JANUARY

Greetings to all. This has been a busy fall season so far with a Boat Smart class just finished and three other courses in progress. Thanks to P/C Dean Woodard, P and Richard Smith, P for another fine course. Also seven of your fellow members just returned from the D/6 fall conference held at the Holiday Valley ski resort in Ellicottville, NY. Thanks to Ann Schulz, Louise Peckingham, P/C, Jo Zogby, AP, and Lt/C Vicky Fry, JN who prepared comestibles for the hospitality room table that was enjoyed by all. D/Lt/C Dave Schulz, AP, Lt/C George Peckingham, AP, and I supported their efforts by eating hardily.

You should have noticed the article about Dave Ellison receiving his 50 year membership award. Congratulations Dave! Your squadron also won an award for a 4% membership growth. Four other squadrons out of 18 won growth awards. Power Of One awards were announced for Dean Woodard (5 new members (nm)), Tom Sears (2 nm), Richard Smith (2 nm), Ellen Webster (2 nm), Dave Schulz (2 nm), Colleen Welch (2 nm), Rick Gassner (1 nm), Linda LaDuc (1 nm), and myself (3 nm). We also welcome Leonard Young of Rome as a new member during October. Long time member, Ed Haley, AP has reinstated his membership. Membership is an ongoing struggle that we all need to think about. We have done well as a squadron and should know that we are a vital organization. We should also know that every year some older members drop out or leave us for various reasons. Growth is necessary to prevent decline in all organizations.

Also at the D/6 conference we observed other squadrons receiving awards for Vessel Safety Checks, Cooperative Charting,

Commander page 3

Commander from page 2

Teaching Excellence, Excellence in Navigation courses (Prince Henry Award) and membership growth. Two individuals were recognized for finishing Navigation, the highest advanced grade course. One individual finished all electives and advanced grade courses to earn the highly respected grade of Senior Navigator (SN). Don't tell anybody but Utica is in a good position to win the Prince Henry Award next year with 4 members working on JN and 3 working to finish N. Good luck to us and lots of dedicated effort.

All things considered, Utica Sail and Power Squadron is a strong medium size squadron with a strong active core of members. Many more members attend our functions, take classes, and make the club much more vital and interesting. We have several areas where we can do better and we are trying. What can we do to make all of you part of the active core group and better serve your interests?

IDIOTS IN FOOD SERVICE:

My daughter went to a local Taco Bell and ordered a taco. She asked the person behind the counter for "minimal lettuce." He said he was sorry, but they only had iceberg.

He was a Chef?

Yep...From Kansas City!

BoatU.S.

Because of the special arrangement made with BoatU.S. our members are able to pay only one-half of the regular dues of \$19.00 - only \$9.50 per year for our members.



The Old Skipper Sez!"

“
by P/C Robert Skalwold, SN

A hand bearing compass is an absolute necessity in strange waters. It will tell you where to look for the next mark on the inland waterway; whether that freighter will pass in front, behind or over you; the distance off of an identifiable object your course will pass; give you a running fix from one object and a true fix from two; and enable you to identify that star you observed with your sextant; plus much more.



CAUGHT ON THE NET

www.marinas.com

This site shows aerial photos of marinas from all around the world. It's a lot of fun and it seems to have most of the marinas that I know about. You may want to give it a click and let us know what you found.

The only drawback that I can see is that you can't print the very nice photos from the web. Seems that they want to have you pay for them.

That's ok - the pictures are fun to look at.

**WANT A NAME TAG?
NEED A HAT? WANT A NEW BUR-
GEE? HOW ABOUT A SHIRT?
George Peckingham at 315-831-2170
duke_peck@msn.com**

PROBLEMS AT THE COAST GUARD

According to the New York Times, the effort to remake the Coast Guard fleet has developed very serious problems.

The initial venture — converting rusting 110-foot patrol boats, the workhorses of the Coast Guard, into more versatile 123-foot cutters — has been canceled after hull cracks and engine failures made the first eight boats unseaworthy.

Plans to build a new class of 147-foot ships with an innovative hull have been halted after the design was found to be flawed.

The first completed new ship — a \$564 million behemoth christened last month — has structural weaknesses that some Coast Guard engineers believe may threaten its safety and limit its life span, unless costly repairs are made.

The problems have helped swell the costs of the fleet-building program to a projected \$24 billion, from \$17 billion, and delayed the arrival of any new ships or aircraft. That has compromised the Coast Guard's ability to fulfill its mission, which greatly expanded after the 2001 attacks to include guarding the nation's shores against terrorists. The service has been forced to cut back on patrols and, at times, ignore tips from other federal agencies about drug smugglers. The difficulties will only grow more acute in the next few years as old boats fail and replacements are not ready.

Adm. Thad W. Allen, who took over as Coast Guard commandant in May, acknowledged that the program had been troubled and said that he had begun to address the problems. "You will see changes shortly in the Coast Guard in our acquisition organization," Admiral Allen said. "It will be significantly different than we have done in the past."

The modernization effort was a bold experiment, called Deepwater, to build the equivalent of a modest navy — 91 new ships, 124 small boats, 195 new or rebuilt helicopters and planes and 49 unmanned aerial vehicles.

Instead of doing it piecemeal, the Coast Guard decided to package everything, in hopes that the fleet would be better integrated and its multibillion dollar price would command attention from a Congress and White House traditionally more focused on other military branches. Instead of managing the project itself, the Coast Guard hired Lockheed Martin and Northrop Grumman, two of the nation's largest military contractors, to plan, supervise and deliver the new vessels and helicopters.

Many retired Coast Guard officials, former company executives and government auditors fault that privatization model, saying it allowed the contractors at times to put their interests ahead of the Guard's.

"This is the fleecing of America," said Anthony D'Armiento, a systems engineer who has worked for Northrop and the Coast Guard on the project. "It is the worst contract arrangement I've seen in all my 20 plus years in naval engineering."

For the Department of Homeland Security, which took over responsibility for the Coast Guard in 2003, Deepwater joins its already long list of troubled programs, including its airport checkpoint measures, its biodefense efforts and its widely condemned handling of the response to Hurricane Katrina.

It would seem that we may have been better off if we had left the Coast Guard under the Treasury Department. What do you think?

From The SEO

By Lt./C Vicky Fry, JN



Hi all you vital and interesting lifelong learners. No matter if you read a lot, travel, take courses, view educational materials on the TV, learn on the job, or whatever, you are learning all through your life. Some people make an effort to systematically study a particular subject while others take it as it comes. We have several Utica Sail and Power Squadron members who are systematically working their way through our advanced grade and elective courses. Are you one of them?

We have finished the Seamanship and Engine Maintenance courses for the fall. Junior Navigation (JN) will take several more weeks to complete. In the new year of 2007 we will be starting two new courses for your learning enjoyment and boating competence. Both will be held on Tuesday evenings because the volunteer instructors are both involved with JN on Thursdays. Lt/C George Peckingham, AP will teach the Piloting course while D/Lt/C Dave Schulz, AP will teach Cruise Planning. These gents are both experienced boaters and effective leaders. I know from observing them both in class that these will be excellent courses.

Do you need either of both of these courses to fill in your membership certificate on your way to Senior Navigator status? From a boaters perspective, the better question is "Will you enjoy your boating experience more and be safer on the water if you take these courses?" Certainly Piloting will make you understand the importance of proper preparation for reaching your destination and returning safely in both familiar and strange waters. It will also get you started on the best usage of your GPS for trip navigation in conjunction with your nautical charts. Using the GPS alone is not the best way, even if you have a chart plotter with the latest chart updates.

Cruise Planning will cover more topics than you could imagine are necessary when you prepare for a long cruise or even a short one. You will consider questions such as: Is my boat up to the dream cruise? What upgrades are needed? What charts will I need? How will we provision for the trip? How many miles, how much fuel, and what will it cost? Can we use US currency in foreign ports? Will we need passports and visas? How long will we be gone? How do I pay the monthly bills while away for an extended period? Et cetera, et cetera, and many more questions. This is a very helpful course and very interesting.

Now is the time to start thinking about these courses that start in mid January and run for ten weeks or less. Whitesboro High School is the planned location. We have to order books before Christmas so let me know your intentions soon. Our phone number is 315 824-0978 or e-mail Gerry at gerryfry1@verizon.net. Hope to see you enjoying one of these courses.

Keep learning and keep smiling.

A conscience is what hurts when all your other parts feel so good.

A clear conscience is usually the sign of a bad memory.



CHECKING THE BILGE

by P/C Dean A. Woodard

An engineer, a psychologist, and a theologian were hunting in the wilderness of northern Canada. Suddenly, the temperature dropped and a furious snowstorm was upon them. They came across an isolated cabin, far removed from any town. The hunters had heard that the locals in the area were quite hospitable, so they knocked on the door to ask permission to rest.

No one answered their knocks, but they discovered the cabin was unlocked and they entered. It was a simple place ... 2 rooms with a minimum of furniture and household equipment. Nothing was unusual about the cabin except the stove. It was large, pot-bellied, and made of cast-iron. What was strange about it was its location ... it was suspended in midair by wires attached to the ceiling beams.

"Fascinating," said the psychologist. "It is obvious that this lonely trapper, isolated from humanity, has elevated this stove so that he can curl up under it and vicariously experience a return to the womb."

"Nonsense!" replied the engineer. "The man is practicing the laws of thermodynamics. By elevating his stove, he has discovered a way to distribute heat more evenly throughout the cabin."

"With all due respect," interrupted the theologian, "I'm sure that hanging his stove from the ceiling has religious meaning. Fire LIFTED UP has been a religious symbol for centuries."

The three debated the point for several hours without resolving the issue. When the trapper finally returned, they immediately asked him why he had hung his heavy pot-bellied stove from the ceiling.

His answer was succinct. "Had plenty of wire, not much stove pipe."

contributed by P/C Ellen Webster, SN

□ □ □

Kathy and I will be in Hawaii when we hold the 12th Night Party. I know—Hawaii, but this is a party that I am sorry that we will not be able to attend. All I can say is that I know some things that you don't and you will be very sorry if you miss this one. Enough said—have a great time.

□ □ □

Michelle Spiridiglozzi sent us a note telling the story of a British warship off the coast of Ireland in 1998.

The transcription follows:

IRISH: Please divert your course 15 degrees to the South to avoid a collision.

BRITISH: Recommend you divert your course to the North to avoid a collision.

IRISH: Negative. You will have to divert your course 15 degrees to avoid a collision,

British: This is the captain of a British Navy ship. I say again, divert YOUR course.

IRISH: Negative, I say again, you will have to divert your course.

BRITISH: This is the aircraft carrier H.M.S. Britannia the second largest ship in the British Atlantic fleet. We are accompanied by three destroyers, three cruisers, and numerous support vessels. I DEMAND YOU CHANGE COURSE 15 DEGREES NORTH. I SAY AGAIN, THAT IS 15 DEGREES NORTH OR COUNTER MEASURES WILL BE UNDERTAKEN TO ENSURE THE SAFETY OF THIS SHIP!

IRISH: We are a lighthouse your call.

□ □ □

**Merry Christmas,
Happy New Year
to all.**



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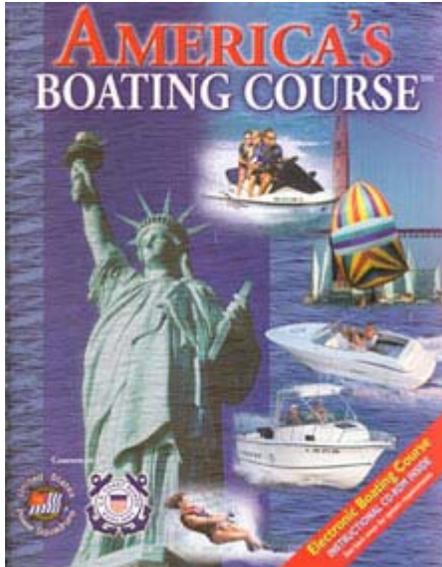
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The cost is \$35 which covers one exam. Additional exams will be \$5.00 each. Questions? Give Ellen a call.

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