



# THE SUMMER BILGEWATER



**UTICA 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](http://usps.org/localusps/utica)

July-August, 2004

District 6



***It is with a heavy heart that we announce that our beloved P/C Earl Selover, SN sailed into his East Horizon July 8, 2004.***

***We are truly saddened and share some of Vivian's grief. He was truly an extraordinary, and talented man who contributed to his Squadron and community throughout his life. Please join us in saluting this wonderful man who will be missed by us all.***

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## DATES TO REMEMBER

**SQUADRON MEETING - 1 SEPTEMBER 04**  
**BILGEWATER DEADLINE - 8 SEPTEMBER 04**



## COMMANDER'S MESSAGE

*by Cdr David W. Schulz, AP*

I was not going to write a commander's message this special summer issue. Events occur that alter plans. The passing of P/C Earl Selover, SN has compelled me to pick up my pen.

I first met Earl at Harry Winberg's home while attending my very first meeting with the Utica Power Squadron. The next time I met him he was in charge and teaching the Marine Electronics course. I attended as a student and was impressed with his depth and breadth of knowledge and his keen ability to teach. It was indeed easy to learn in his class. His instruction was filled with special personal information for us to devour.

His personality; his warmth; his gentile coaching (especially when I was making mistakes); his quiet, behind the scenes toil for the good of Utica Power Squadron; his voice; his love and dedication to his family; his love of sailing especially "The Pearl"; his love of The United States Power Squadrons; all this and more made Earl the extraordinary man that he was. We are all better persons because Earl touched us in so many ways. I wish I had known him longer. However short my association was, he forever moved me and I am grateful.

We feel some of your pain, Vivian, and sympathize in your profound loss. Earl Selover – We love you and miss you very much. You made a difference. I think that if we look upward we can faintly see "The Pearl" with Earl navigating, favorable breezes filling the sails. Bon Voyage dear friend.

2004

## BETSY THE BARGE SCHEDULE

(All Events at Lock 20 Canal Park, Rte. 49, Marcy)

Thursday July 1	The New York Express with Augie Lamonica Band	6:30 PM
Thurs July 8	Good Vibrations	6:30PM
Thursday July 15	Abby Road presents the History of Rock and Roll	6:30PM
Friday July 16	No Name Ragtime Dixieland Swing	6:30PM
Thurs July 22	The Mark Bolos Band, Song of Solomon Featuring Dean Blask & Vinnie Esposito (Sponsored by Big Apple Music)	6:30PM
Friday July 23	Pick 'n EZ and Song Stylings of Stephanie Zito	6:30PM
Sunday July 25	The Country and Western Sounds of Ronnie Smith	6:30PM
Thursday July 29	Memories of Elvis with Joe Angerosa	6:30PM
Friday July 30	Americana with Jack Breidenstein	6:30PM
Thursday Aug 5	Big Band Sounds of Sal Alberico	6:30PM
Thurs Aug 12	The Clef Dwellers with Don Cantwell	6:30PM
Thursday Aug 19	Join the Fun with Fritz's Polka Band (Sponsored by Jagermeister)	6:30PM
Friday Aug 20	Double Image	6:00PM
Thursday Aug 26	Eagles -- Polka Band	6:00PM
Friday Aug 27	Song of Solomon with Mark Anthony Bolos	6:00PM
Monday Sep 6	Irish Day on Betsy	4:00PM

Featuring Vince Colgan, the Irish Balladeer; a Concert with Tom Finn's New Yorkers Ragtime, Jazz and Pepper Society Band; The Johnston School of Irish Dancing & Song Stylings of John Gilligan and Progressive Traditional Irish music by Cliudan. Delicious corned beef and cabbage and other Irish food made available by the Shamrock Pub. Plus

*a Fireworks Extravaganza @ DUSK*  
(Sponsored by Capital OTB)

**LUIGGI'S HOT DOGS-FOOD AND BEVERAGE AT ALL EVENTS.**

**All events are FREE. Bring you own blankets and/or lawn chairs.**

\*\*Partially funded by the Town of Marcy, SBU, Adelphia, Marcy Chamber of Commerce, New York Power Authority, Oriskany/Whitestown Rotary Club, Metropolitan Life Foundation in cooperation with the Children's Museum, The Ancient Order of Hibernians, Clifford Fuel, Capital OTB and the New York State Canal Corporation\*\*

# MARINE RADIO NEWS

## NOTES FROM THE POWER SQUADRONS MAILING LIST

First of all, if you learned about VHF channels in the 1980s, everything has been pretty much changed back to the way it was then -- with the exception that Ch 70 is no longer a non-commercial working channel.

But things did change for a while in the 1990s and some of what you were told reflects those (no longer in effect) changes.

The FCC and CG started implementing changes in the VHF channels in the 1990s. I was a member of the D12 (Boston area) Bridge in the early 1990s. It was the Boston FCC office working with CG District 1 that proposed these changes. Our Radio Technical Liaison Officer on the D12 bridge was an FCC employee so we got much of the background on why changes were proposed.

Boating exploded in the 1980s and more and more boats were equipped with ever cheaper and feature-laden radios. In the early 1990s, the Boston FCC office counted over 4000 calls on Ch 16 in a one hour period one summer weekend. When one considers that there are only 3600 seconds in an hour, that's an astounding number of calls!! Most were pleasure boaters looking for friends for a social chat ("how's the fishing, getting any?"). The CG feared that this level of traffic (especially since far too many boaters do not monitor 16 for traffic before keying the microphone!) would endanger distress traffic. They therefore decided that pleasure craft would have to start using Ch 9 as a routine calling frequency, leaving Ch 16 as a distress and commercial calling frequency. Pleasure craft would no longer be required to monitor Ch 16, but could monitor Ch 9 instead.

The problem with this was that the CG base stations themselves had obsolete radios with only about a half-dozen channels and that didn't include Ch 9! That meant that Mayday, Pan-Pan, and even Securite calls would not be relayed on Ch 9. So the CG dictated a gradual, district-by-district change-over as their radios were upgraded. Fast forward a few years and all of a sudden, radio traffic drops dramatically. Why? Cell-phones. Instead of having to fight through the clutter of a public calling frequency (and maybe have people eavesdrop on a public working frequency as you share your latest hot fishing spot with a buddy), people switched to cell phones for their social chatting while on the water, and the Ch 16 clutter dropped dramatically -- and the CG never quite figured out how to deal with dual calling frequencies.

The result is that the CG rescinded the "pleasure boats use Ch 9 as a calling frequency" (if memory serves they officially abandoned the plan in 2002).

With regard to monitoring Ch 16, commercial vessels are required to monitor Ch 16 at all times when underway. Larger commercial vessels are also required to monitor Ch 13. (Hint: If you want to contact a commercial vessel, try Ch 13 first. I suspect there are many commercial vessel bridges where the radio monitoring Ch 16 may be turned down because of all the prattling on it, while Ch 13 is the channel the big guys use to talk to each other.) Private vessels are not required to have their radio turned on when underway. I don't recall whether one is required to monitor Ch 16 if one has their radio turned on, but it makes a heck of a lot of sense. The rules for radar are similar. Commercial vessels are required to have their radar turned on while underway, but not pleasure craft.

As a side note, all new VHF radios must have DSC (Digital Selective Calling). Among its other features, you can keep your radio muted but a Mayday call will break through (it is my understanding that the FCC will be dropping the requirement that commercial vessels monitor Ch 16 sometime soon under the theory that they will be notified via DSC of emergency traffic). One thing that no one (including a former Chairman of the Marine

Electronics Committee who told me the rules just hadn't been worked out) knows is how Pan-Pan and Securite calls are relayed via DSC. Large commercial vessels are required to give a Securite call whenever getting underway, entering channels, etc. When I boated in the Boston area I found monitoring Chs 16 and 13 for these calls extremely valuable when sailing in reduced visibility. It was a lot better to know there was a big freighter coming down a shipping channel rather than just hearing her fog signal at the last minute!

Hope this helps.

P/C Lu Abel, SN

# CANAL NEWS

BY CDR DAVID W. SCHULZ, AP

Our Boat is located this year at Inner Harbor Yacht Club just off the western terminal end of the canal in Tonawanda, NY. Cruising the western section of the canal is very different than cruising the middle section. It requires the passage through the hand-dug rock cut near Lockport, NY; the hand dug rock cut at Rochester, NY, 15 locks and 15 lift bridges. Some of the bridge operators lift multiple bridges, which require them to travel by auto, truck or motorcycle to meet you as you pass through. Communication with bridge operators and lockmasters is accomplished on channel 13 of our VHF Marine Radio's. The travel through this section is naturally casual due to the nature of the lift bridges and locks and gives one time to see all kinds of nature. Some places allow us to observe the 2 previous canals and remains of old aqueducts, locks and dams.

Passage through the rock cuts is a unique experience. If you are traveling through with other boats, as we were, it is required that you determine precisely your speed and distance from other boats traveling the same direction. The cuts are deep, shear walls with a water depth of approximately 12 ft. Disturbed water is transmitted from one side to another causing unusual wave action. Passage can be very uncomfortable. Thus distance determinations are critical, as is timing. The real difficulty occurs when one encounters a boat traveling in the opposite direction. It can be challenging and something akin to navigating rapids. Remember also that speed is limited to no more than 10 mph.

An other challenge is navigating through the area called Great Banks. It is here the canal is higher than the surrounding countryside. The canal prism is constructed of concrete, which is smooth and tapered. The passage of other boats in either direction again set up cross-wave action, currents and rapids. Prudence and determination will see you through. It is very unique and something like an amusement ride. Don't believe anyone can tell you how to get through these experiences. Doing them and setting your own rules works best. Experience also helps.

One last comment concerning the locks (E35 and E34) at Lockport, NY. Traveling eastbound one navigates the rock cut, passes beneath the widest road traffic bridge in the world, then into a pair of dual locks that share a common set of gates. The locks lower your vessel a total of 50 ft in two stages. The drop in elevation here is attributed to the Niagara Escarpment, which is what creates the spectacular Niagara Falls some 30 miles to the west. Your vessel then passes beneath the world famous upside down bridge over 100 ft above the canal. Lock E34 and E35 replace two sets of what is called the Historic Flight of Five locks. One set of the locks is intact although no longer used. It is worth a visit to Lockport just to see the historic locks and the canal museum there in the old lock house.

We hope this will wet your interest and cause you to also cruise our wonderful treasure - The Canal.



## CHECKING THE BILGE

by P/C Dean A. Woodard P

*We are often asked questions about the law and the boater safety courses we offer. Some are still confused as to the requirement for everyone to have a boater safety course. We might like this to be true—but it is not. As of January 2004, anyone who wanted to operate a PWC was required to have a certificate. There is no requirement for certification for any other kind of boat.*

*To make matters even less clear there is a considerable amount of misinformation out there. As an illustration we are printing the following letter from our District Education Officer and a New York State representative. Read on:*

### **PWC Requirements**

from DLt/C Merrill F. Sproul, SN  
D\6 Educational Officer

TO: All

There have been several questions on the subject of older USPS Certificates meeting the New York State 2004 PWC operator education requirements.

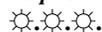
I checked with Roseanne Woodward in the NYS Marine and Recreational Vehicles Division this week to determine if there had been any changes to the requirements concerning USPS Certificates. The following is a summary:

1. All individuals holding USPS Certificates for completing a boater education course, meet the NY State PWC Education requirements.
2. There is no date limitation on the certificates. The old one's are just as good as this spring's Boat Smart Course.
3. NY State recognizes that some of the courses specified by the certificates did not cover PWC operation.
4. The training course provided to all NY State Marine enforcement units contains information about USPS certificates meeting the PWC requirements.
5. Certificates should be accepted by ALL NY Sate marine enforcement divisions.

There is a report circulating that at least one NY county sheriff marine officer may be issuing tickets for certificates dated prior to 1995. This practice is not consistent with NYS law and any instances should be reported to the NYS Marine Division at 518-474-0445.

*It should be noted that to our knowledge there has been no movement to expand the boater safety course to any other type of vessel. We also hear rumors in this regard but find no indication that they are true.*

*If you have folks that need or want a course "right now" see the last page of this publication.*



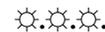
We do not offer issues of the **BILGE-WATER** during the summer months. It has been our policy to produce our newsletter for 10 months and take the summer off. P/C Earl Selover, SN wanted us to publish this summer. It was his idea to offer a summer issue that would be a little different than what we usually printed.

Earl worked to identify all of the good folks that appear as sponsors on page 7 of this issue. It was Earl alone who talked to all of them, acquired the material for their advertisements and collected their donations.

In a real sense this issue of the **BILGE-WATER** is the final effort Earl has made for his squadron. He sincerely appreciated all the sponsors he had collected and urged all of us to support his clients.

Earl was listed as our circulation director. That really meant that he and Vivian ran off the copies, folded them, applied the mailing labels and took them to the post office. Earl also maintained the membership list of our squadron's members and made the mailing labels and produced the annual roster of members.

The Captain of the "Pearl" leaves a big gap in the **BILGEWATER** staff. He will be more than missed.



## 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.

GA81671P

is our membership number.

Contact Cdr Schulz with any questions.

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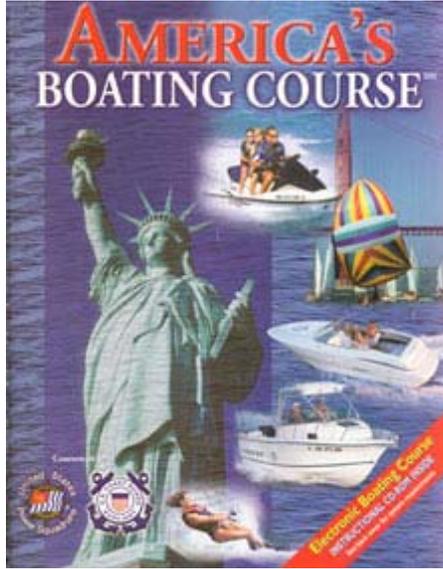
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## NEED A BOATING COURSE?

DO YOU HAVE A FRIEND OR A RELATIVE THAT WANTS A BOATING CLASS THAT MEETS ALL NY STATE REQUIREMENTS - AND THEY WANT IT NOW?

IF SO, YOU MAY WANT TO SUGGEST THAT THEY CALL ELLEN WEBSTER AT 336-3444 AND BUY A COPY OF AMERICA'S BOATING COURSE.

America's Boating Course is a self study course that has a textbook and a CD for your computer. We will also supply NY State specific information and study questions. When you have finished the course, we will provide a proctored

exam and a certificate, upon completion, that meets all NY State requirements for boating and PWC.

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

The BILGEWATER  
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