



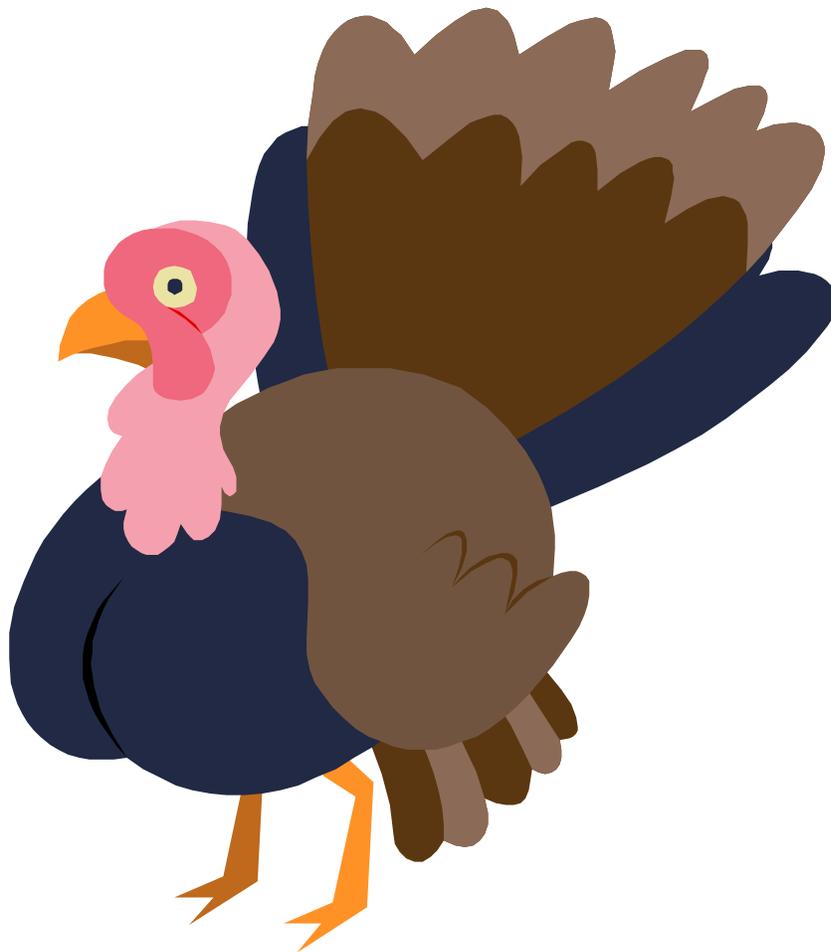
THE **BILGEWATER**

UTICA SAIL & POWER SQUADRON, INC
Sail and Power Boating - America's Boating Club®
A Unit of United States Power Squadrons
Utica, New York
<http://www.uticainfo.org>

November, 2009

District 6

HEY! IT'S THAT TIME OF YEAR AGAIN.



HAPPY THANKSGIVING EVERYONE.

YOUR SQUADRON ROSTER IS PRINTED ON PAGES 5 AND 6 OF THIS ISSUE. THIS INFORMATION HAS BEEN INCLUDED IN THE MAILED PRINT COPY ONLY. IT WILL NOT APPEAR ON LINE.

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COMMANDER'S MESSAGE

by Cdr Richard R. Gassner, AP



Happy Thanksgiving!

Most of us have our boats put away for the season. (hope the ones that haven't know that after Nov 1, the NY state law requires everyone has to wear a life preserver.) Now is the time to learn more about boating and help others learn about boating safety. We have a Seamanship course being taught by Dave Schulz and a Engine Maintenance course taught by John Reittinger and Rob Walker. George Peckingham will be starting a navigation course, if he needs to get a few sexton sights. Only a few people are taking these courses where should have a lot more. Let me know what courses you need and want!

On Nov 4 another successful basic boating course graduated 5 students, thanks to Dean Woodard and Randy Webster. Although this is not a lot of students it still is a very important function of the power squadron. When you meet these people on the water hopefully they will remember how to operate safely, saving both your life and their lives.

On Nov 13,14,15, the district will have its annual Fall conference. This year it will be at the Holiday Inn at Grand Island. Sadly only Dave Schulz, Colleen Welch and I will attend. (Jo Zogby was going until she broke her ribs!). This event is a lot of fun along with much education. Friday night has a casual party where you meet boating friends from all squadrons in the various hospitality rooms. On Saturday there is a conference where the business of the District and some seminars takes place. Saturday night a banquet will be held with music and dancing. Hope to see more attendance in the future.

I also saw in the Utica newspaper the announcement of P/C Harry Winberg, SN, named to the board of The Mohawk Valley Institute for Learning in Retirement. Congratulations Harry!

SEO REPORT

By Lt/C Gerry Fry, JN



Is your boat prepared properly for the sub zero weather that we know will come this winter? Now is getting past the time when all of our winterizing chores should be completed.

Fall classes are well underway with five people completing the public boating safety course. Thanks to P/C Dean Woodard, P and Lt Randy Webster, AP, for leading that effort. Five members are working together to study and discuss the facts, designs, and practices of engine maintenance. Thanks to Captain John Reittinger, JN and Captain Rob Walker, JN for leading that discussion and contributing their vast experience to all involved. Seamanship is underway with P/D/C Dave Schulz, AP leading a small group.

I received a phone call last evening (9 NOV 09) from District Educational Officer William Herrick, JN. Bill was calling to sign me up for a seminar at the District Fall conference being held this weekend. One thing he told me sounds very interesting for me and should be interesting for all of you. Bill will have USPS members who are certified to give the on-water skill testing for the Inland Navigator Certification at the D6 Rendezvous this summer at Alexandria Bay. Several D6 members including some of our Utica folks will complete this certification level this summer and be on their way to the Coastal Navigation certificate level.

P/C George Peckingham, JN and Cdr. Rick Gassner, JN have completed a training course to be an on the water certifier. Also Captain John Reittinger, JN and P/C George Peckingham, JN are now doing a CPR and First Aid course that is required for on-water testers. Good work gentlemen!

So what do you and I need to do to be ready for the on-water testing this summer to complete the USPS University Inland Navigation Certificate. You need some member courses that most of us already have completed. And you need a few seminars and the on-water skill testing. The courses for Inland Navigator certification include a basic safe boating course, our Seamanship course, along with Engine Maintenance and Marine Electronics 101. The seminars include "How to use a chart" or our Piloting course. Also, Weather Forecasting seminar or our Weather course. Also, "Using GPS" seminar or the new Piloting or Advanced Piloting course. Also, "VHF Radio" or the Marine Electronics 102 course. Plus two other seminars or one other member course. To be certified as an Inland Navigator as a sailor you must have taken the Sail course. Many of us already meet most of these requirements. If you need a particular course or would like a seminar offered, please let me know. I don't believe there would be any objection to your participation in the on-water testing before you complete all of the required courses and seminars. I will check on that point and report to you in a future newsletter.

A complete listing of available seminars is on the USPS web page at www.usps.org/national/eddept/seminars . Also note that a description of the USPS University boat operators certificates program is available at www.usps.org/national/eddept/boc . I hope you are enjoying the cool weather and finding plenty of intellectual stimulation in your reading or course work or stock picking or boat building.

WALTER CRONKITE 1916 – 2009: SUBMITTED BY LT/C TOM SEARS, AP

Of all those plaques sold to brighten up one's yacht, the one that reads "A collision at sea can ruin your whole day" speaks volumes. A collision at sea, or a hard grounding in breakers, or a fire on board, or a man overboard—anyone of these calamities certainly will ruin your whole day if not your whole life.

Anyone who has nudged a dock or hit a rock at the comparatively measly speed of five or six knots knows that even a little bit of momentum can do a powerful lot of damage. Now engines and hulls are getting more and more efficient, cruising speeds of large boats are soaring into the 30s and 40s, and there is even talk of a new speedster that can exceed 100 knots. Imagine that one thundering through your harbor with a dingbat at the wheel happily waving a can of beer at friends!

Concern for boating safety is growing in direct proportion to the greater number of vessels—from sailboards to floating palaces—that share our waters. Anyone who spends considerable time on board is aware of the hazard from increased traffic, and few mariners, I suspect, have not witnessed either an actual accident or at least a near miss that inspired frightened awe.

In a recent issue of **The Practical Sailor**, the editors of that splendid publication learned just how lively the concern about boating safety is. New boat owners have been writing to the editor with the suggestion that the magazine start rating boats according to safety. **Practical Sailor** notes the impracticality of that and adds the sage, if obvious, admonition that "any boat is only as safe as the person driving it." Put another way: no boat is safe if you've got a dingbat at the wheel.

Greater speeds and more crowded waters may eventually force operator licensing. Now, no one but an advanced masochist favors more government regulation. We all like to think that part of the lure of the open water is the escape from land-based restrictions. Seemingly every boating organization opposes licensing, just as the automobile associations opposed drivers' licenses up into the 1930s. Now, of course, no one of sound mind opposes automobile drivers' licenses.

In the last few years more and more states have responded to concerns about boating safety by licensing juveniles to operate boats. Some, like New York State, have extensive training and testing programs, and if the early evidence of success in this effort is borne out, the pressure to extend the program to adults may increase.

Any licensing procedure would encounter the problem of the shortage of enforcement machinery—a problem that already hampers the enforcement of safe boating practices. The budgetary squeeze on national, state, and local governments has discouraged support for increasing maritime police forces and obliged the Coast Guard to reduce its boating safety personnel to a paltry 199 nationwide. The magnitude of the Coast Guard's budget problem is underlined by the dilemma created by the 1984 federal legislation making it unlawful to operate a boat while under the influence of alcohol or other drugs. This noble idea has been stymied by Congress' inability to come up with funding for enforcement machinery.

Meanwhile, the safety of all of us on the water is up to each of us on the water. How mind-boggling that all those who venture forth at the helm of any vessel— from dinghy to cruiser—don't understand that simple truth. Safe boating is no mystery: nine tenths of it is in alertness and anticipation. For mariners, "What do I do if..." should be the question foremost in mind. An awful lot of trouble can be avoided if the helmsman is thinking and weighing the variables that could affect the boat in the minutes and hours ahead.

The first duty of any skipper is to learn the rules of the road, pilotage, and simple navigation. Coast Guard Auxiliary or Power Squadron courses are available nationwide (call 800 336-BOAT for information). Commercial correspondence courses are cheap insurance compared to the cost of ignorance. At the very least, a thorough reading of **Chapman's Piloting** or another good book on boating fundamentals, followed by some stringent self-testing, can do the job. Some of us who might be more forgetful than others find it advantageous to do a little self-test drill at the beginning of each boating season to refresh our memories. I favor a talk session with my crew during which we throw traffic and navigation problems at each other for quick solutions.

A final word: courtesy. That curiously old-fashioned idea is one of the fundamentals of safe boating. If we keep in mind the other fellow's comfort as well as our own, a lot of the dangerous, nerve-racking situations that occur on our crowded waters could be avoided. Let him (or her) cross in front, let him get securely in his slip before you try to wedge past—what's the hurry? Put your anchor down to give others room for theirs and to swing freely. Lack of courtesy is the sole cause of one of the most annoying and frequently disastrous incidents at sea: the tumultuous wake from a passing boat can easily swamp boats, cause fires from upset stoves, or toss crews overboard.

Man wasn't meant to live on the water—and certainly not in it. When we go boating we are venturing into a hostile world, but most of us feel the enjoyment received is worth the risk involved. But for our own sake and that of others, all of us should reduce this risk to the minimum possible. -Walter Cronkite

Reserved for Squadron roster in printed form.

Reserved for Squadron roster in printed form.



CHECKING THE BILGE

P/C Dean A. Woodard, P

BOY I'M RICH

Silver in the Hair

Gold in the Teeth.

Stones in the Kidneys

Sugar in the Blood.

Lead in the Feet.

Iron in the Arteries.

And an inexhaustible supply of Natural Gas.

I never thought I'd accumulate such wealth.

☺ ☺ ☺

To check that e-mail to see if it true or not.

<http://www.snopes.com/>

You will find it interesting.

☺ ☺ ☺

A guy is driving around the back woods of Montana and he sees a sign in front of a broken down shanty-style house: 'Talking Dog For Sale ' He rings the bell and the owner appears and tells him the dog is in the backyard.

The guy goes into the backyard and sees a nice looking Labrador retriever sitting there.

'You talk?' he asks.. 'Yep,' the Lab replies..

After the guy recovers from the shock of hearing a dog talk, he says 'So, what's your story?'

The Lab looks up and says, 'Well, I discovered that I could talk when I was pretty young. I wanted to help the government, so I told the CIA. In no time at all they had me jetting from country to country, sitting in rooms with spies and world leaders, because no one figured a dog would be eavesdropping.'

YOUR SQUADRON ROSTER

P/C George Peckingham, JN has put together the latest listing of members of the Utica Squadron. If you have any questions or corrections. Please contact George.

It has been an issue for some time that information in the Bilgewater was also available on line at www.usps.org. Let us know what you think of printing the roster, but not putting it on line. We think this meets the memberships need to know and also addresses issues of privacy.

I was one of their most valuable spies for eight years running. But the jetting around really tired me out, and I knew I wasn't getting any younger so I decided to settle down. I signed up for a job at the airport to do some undercover security, wandering near suspicious characters and listening in. I uncovered some incredible dealings and was awarded a batch of medals.' 'I got married, had a mess of puppies, and now I'm just retired.'

The guy is amazed. He goes back in and asks the owner what he wants for the dog.

'Ten dollars,' the guy says.

'Ten dollars? This dog is amazing! Why on earth are you selling him so cheap?'

'Because he's a liar. He never did any of that stuff.'

☺ ☺ ☺

Students in a first grade class were given a list of well-known proverbs, this is some of what they said:

Don't change horses until they stop running...

Strike while the bug is close.

Never underestimate the power of termites.

Don't bite the hand that looks dirty.

No news is impossible.

You can't teach an old dog new math.

☺ ☺ ☺

EDUCATIONAL BENEFACTORS FUND

This Fund was established in memory of Lt./C Stephen E. Smith, S to encourage donations for the purchase of educational equipment and supplies to support our two-fold mission: boater safety education for the public as a public service, and Squadron member education. Contributors may donate in memory of loved ones, or to acknowledge special occasions such as weddings, birthdays, promotions, bar mitzvahs, get-well wishes, and special achievements.

All donations are tax deductible.

(Suggested Format)

In Memory of John Doe by: Mrs. John Doe

Congratulations to by: _____

**Contributions should be sent to
Squadron Treasurer Thomas A. Sears, AP**

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