



THE 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

September, 2004

District 6

SPIRIT OF ONTARIO

by PC dean A. Woodard, P



The news of the day is that the fast ferry, Spirit of Ontario, may no longer be running across the lake from Rochester to Toronto for financial reasons. If this service should come to an end it would be a real loss to all of us. It is a magnificent boat and a fun trip.

The end of August Kathy and I were able to take the fast ferry from Rochester to Toronto for a fun filled week end. I had intended to write suggesting that any who had
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DATES TO REMEMBER

SQUADRON MEETING - 6 OCTOBER 04
BILGEWATER DEADLINE - 11 OCTOBER 04
PUBLIC BOATING CLASS—BOAT SMART—STARTS
ON OCTOBER 21ST AT WHITESBORO HIGH SCHOOL

SEE SEO REPORT FOR MORE CLASSES



COMMANDER'S MESSAGE

by Cdr David W. Schulz, AP

We are glad that summer finally arrived. Must admit, however, we sneaked in a few weeks of almost perfect boating weather. We traveled the canal, Cayuga – Seneca canal Cayuga Lake, Niagara River (East and West Rivers) Lake Erie and the old Welland canal, now called the Welland River in Ontario, Canada.

The old canal is now a swift-moving river feeding the present Welland canal and as such now flows from the Niagara River to the Welland. Just the opposite of how it used to flow.

The entrance to the Welland River is just above the rapids before Niagara Falls. Navigation here is very tricky because you encounter many currents including the upper Niagara River current which flows 5 to 8 mph. The currents again merge together after being split to flow past Grand Island in what is called the East River and the West River. It is also called the Tonawanda Channel or the Chippawa Channel (Canadian waters). Couple the currents with shallows and strange winds and you get tricky navigation that even old timers consult charts annotated with years of experience details. If the Welland River is not approached correctly you can venture into buoyed, prohibited waters. The Canadian authorities monitor the area 24/7 in all seasons. Navigating into the prohibited waters, even mistakenly, ignites a chain reaction resulting in a minimum fine of \$1500.00 (Canadian). The upside is that both the USA and Canada monitor the area and have boats and helicopters that are ready to prevent you from entering the swifter water and rapids and taking a trip over the Falls.

Continued on page 3

COMMANDER'S MESSAGE

from page 2

September begins our education programs and Squadron activities. We do not have a calendar completed but shall shortly.

D/6 Fall Council will be held 18 Sep 04, Batavia, NY. Several of us will attend and you are welcome, of course. We will be traveling very early in the AM to make an early (0800) meeting start. Our D/C has streamlined and shortened the business meeting to accommodate a very full and enlightening education program that will introduce newly revised advance grades courses and other education related information.

If you would like to attend or need more information – call me at (315) 266 0511.

Bob Hyde is still infirm. I'm sure he would enjoy hearing from you. Keep him in your thoughts, won't you?

Our next meeting is Wednesday, 6 Oct 04, 1930, at Sears Oil, Rome, NY. See you around the waterways.

By the way we are still doing vessel safety checks. Have you had yours?

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.

SPIRIT OF ONTARIO

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not taken this trip should sign up. Now I am reporting on what might have been.

We drove from Rome to Rochester on Friday afternoon and drove on board the ship with no problems. Having researched the process online we had tickets and hotel reservations well in hand. The driving and most of the logistics were taken care of by our daughter Deanna and her husband Kelly. I must say that vacation trips are a lot more fun when you have great kids to make the arrangements and do the driving. To make things nearly perfect, we only did half of the paying.

Now as to the boat. The Spirit of Ontario is quite a piece of machinery. By my hand held GPS we were going 46.9 MPH across the lake. Leaving Rochester and Toronto we "walked" away from the escort boats. Very impressive.

We were a small part of 200 cars and 700 folks on board for the trip over and back. The customs lines were short and fast in both directions. As long as you had a passport or a birth certificate and photo ID there was no problem.

On the trip across we sat and watched the world go by for about 2 hours. There was television, movies and walks around the ship to pass the time away.



If you don't think this baby was moving take a look at the picture of my son-in-law, Kelly, standing

at the rear observation deck. A wake like a speed boat.

If you can take the ride—do it!

From The SEO

Lt/C Ellen Webster, SN



Hello to all!



Well it's back to school time. The course line up for this fall is: the all new electronically enhanced **Piloting** course, yet another **Boat Smart** course and hopefully a **Cruise Planning** course. The **Advanced Piloting** and **Sail** courses will run later this winter.

The new **Piloting** course looks interesting. It incorporates all the traditional core material with the addition of the use of electronic navigational gear. GPS and Maptech's Chart Navigator software are being taught as the primary mode of navigation and the paper chart is taught as the back-up method.

Some of the topics covered are basic concepts in coastal and inland navigation, the lateral system, chart symbols and designations, chart characteristics, plotting and planning techniques, how to use a compass, GPS navigation and the traditional paper plotting. When I first heard of the changes in the course material, I was not very excited. I thought to myself, hear they (National USPS) go, lightening up yet another course. Don't they know that electronics fail? Where is one going to be when the GPS craps out with no paper chart trail to guide them safely home to harbor? Then I got to thinking about it and if most of the people navigating our waterways have and use GPS, they are going to want to take a course that involves that gadget. I also was betting that they are quite a few GPS users that don't really understand what they are looking at and how to use the instrument to it fullest potential. So when the new course material arrived last week, I swallowed hard and looked at the course material. After a quick look at the text and the CD, I began to change my mind. Now I'm thinking that the most important lesson of all is, "**Know BEFORE you GO!**" . There is a great need for proper GPS education and who better to teach than USPS? So, if any of you out there haven't taken our navigation courses because you feel that we are behind the times, or for those of you that have fallen behind the times (like me) this course may be for you. Gerry Fry is your instructor on deck for this great and new adventure. The course will be held on Thursday evenings, beginning 21 October 2004 at 1830 (06:30 PM) at the Whitesboro Senior High School. The cost will be \$35.00 for the course material (sharing is OK). Please give a call at 336-3444 if your interested.

The **Boat Smart** class will also commence on 21 October at 1800 (06:00 PM) Whitesboro Senior High. Please spread the word! This class meets all NY State requirements for young boaters and folks who want to operate a PWC.

I would like to see the cruise planning class run sometime this fall, but I need an instructor. It's an all new text that looks informative. Please contact me if you are willing to instruct.

Thanks for you time and interest!

ellen

A TRIP ON THE ERIE CANAL

by Ellen Webster



Shown above is a photo (center) of what is now the "School Boat" that Ellen writes about. This photo appeared in the September, 1999 issue of the Bilgewater when this project was first announced. There has been a lot of progress since then.

Last Friday morning I got a phone call from Frank Gruenwald. He called to tell me about a project that Joe Kelly was working on that involved the promotion of the Erie Canal. Joe is creating a series of shows that cover all of the attractions and opportunities that available for public use on the canal from Little Falls to Sylvan Beach. Joe contacted Frank to ask him to be in his production and to tell about Frank's projects at lock 20 in Marcy, namely, Betsy the Barge. While talking to Joe, Frank asked him to include The Utica Power Squadron in his series. (Way to go, Frank!)

Frank was calling to ask me if I would like to go on the canal for a boat ride next Monday

(Labor Day) with Joe Kelly and his crew from Little Falls to lock 20 in Marcy. A boat ride? Sure! But there a catch, you are to be interviewed by Joe for the show. I asked, "TV or Radio?" Frank replied, "TV". My response was "You couldn't find anyone else? How about andand.....?" They were all busy and out or town for the big weekend. Right about then I'm thinking that I have NO LIFE! What am I doing home! Then Frank tries to sweeten the deal saying that Randy can come, too. After a bit of debate, I agreed to do it. I also had him call Jo Zogby (sorry, Jo, but misery does love company!).

So Monday arrived and we all met at lock 20, drive down to Little Falls to hook up with the film crew and Captain Tom of the Erie Canal Boat. We went through a couple of locks, saw a bald eagle and came right near the 40 car train wreck.(Lock 19 looked like a truck stop!). Jo's part of the interview was based on the history of the Power Squadron and my interview was based on education and safety. I would appreciate it than when you are viewing the show, and it comes to my interview, you would employ the technique used during the nightly news broadcast of the recent Olympic games. Turn you head and listen!

Randy and I would like to thank Frank for asking us. Everyone in the squadron should thank Frank when you see him for helping to promote the Utica Power Squadron. Hey, I even got to crew the boat! Captain Tom was all alone - his crew didn't show up! Thanks to all the courses and knowledge that has been given to me from the squadron throughout years, I knew exactly what to do!



CHECKING THE BILGE

by P/C Dean A. Woodard P

It has been a long summer, such as it was. Time to get back into the groove with the next issues of the **BILGEWATER** and we need your help.

How about your suggestions for a web address for "Caught on the Net" or something you read about that is really stupid for "Dumber than a Bollard". We are always looking to learn more about your "Home Port" where you tell us about the place you keep your boat and why you are there. In fact most anything of a nautical nature that you think may be of interest to your fellow members, we are interested in. As always, you send the idea and we will help get it into print. Submissions via computer email are preferred, but we will take most anything.

The content of the Bilgewater is dependent on the material submitted for publication. Send us your "stuff" and we will get it printed.



A woman went to the doctor's office and was seen by one of the new young doctors. After about four minutes in the examination room, she started screaming and ran down the hall. An older doctor stopped her and asked what the problem was, and she told him her story. After listening, he told her to sit down and relax in another room.

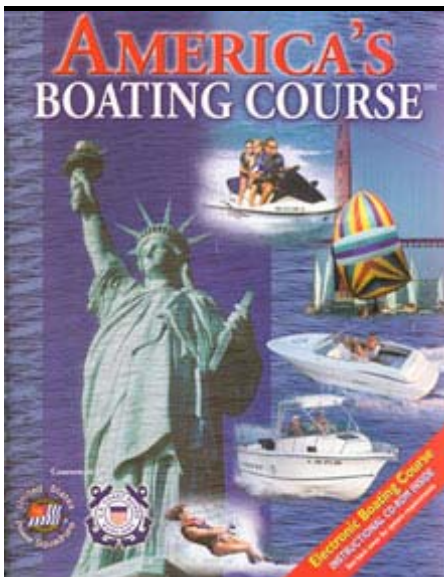
The older doctor marched down the hallway to the back where the first doctor was and demanded, "What's the matter with you? Mrs. Terry is 63 years old, she has four grown children and seven grandchildren, and you told her she was pregnant?"

The new doctor continued to write on his clipboard and, without looking up, said, "Does she still have the hiccups?"

Thanks Bill M.—



We want to thank two folks that have agreed to help pick up some of the slack left by the passing of Earl Selover. First is Vivian Selover, who will continue as our circulation director and George Peckingham who is working on the mailing labels. We need them both. Thanks!



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