



Susquenango SeaChest



September

Monthly Publication

September 2024

Volume 69 Issue 9

District 6

Susquenango September Happenings

Reminder—7 September 2024, Susquenango Mini Rendezvous, Skaneateles, NY

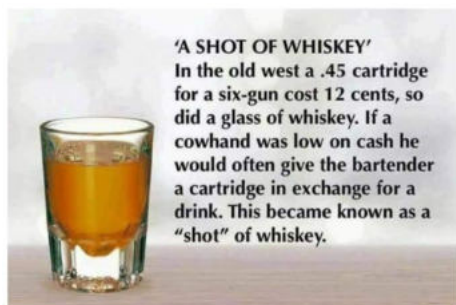
18 September 2024—General Membership Meeting—Park Dinner, 119 Conklin Ave, Binghamton, NY 13903. 6:00 PM. Order off the menu.

On the Horizon

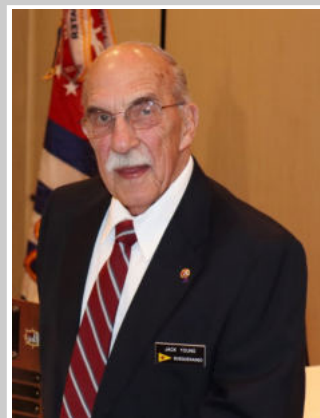
16 October 2024, Executive Meeting, TBD.

19 October 2024, District 6 Fall Conference, The Cavalry Club in Manlius, NY.
Bosco's Friends Helping Friends, October 22, 2024, 9am to 9pm

Did You Know?



A HOO'S HOO OF COFFEE DRINKERS



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



SeaChest

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Commander's Comments

I hope everyone has had an enjoyable summer and are looking forward to a beautiful fall season of boating and fun.

Our Susquenago Mini Rendezvous will take place on 7 September in Skaneateles on the Judge Ben Wyles luncheon cruise. We have 23 members and guests registered to attend. I, personally, am looking forward to once again being on beautiful Skaneateles Lake. Bob and I had our boat moored there for 35 years so it will be like going home for us.

Our regular monthly meeting is scheduled for September 18th at the Park Diner Conklin Ave Binghamton NY at 6:00 PM. If you have any suggestions for where to hold our meetings, please let Linda Rought know.

Don't forget the next District 6 event will be held on 19 October at the Cavalry Club in Manlius, NY. This is a one day event. Details will be out soon.

All members are encouraged to attend any and all of our meetings and events. And remember.... *"Home is Where the Anchor Drops"*.

Commander Mary



**To Joe, P and Rhonda
Pamasani**

**On the birth of Michael
Joseph born July 6 at
1:11am**

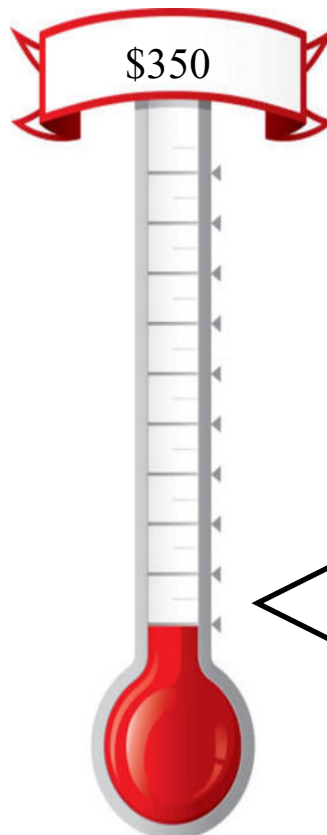
Boscov's Friends Helping Friends

Once again this year we will be participating in Boscov's Friends Helping Friends which will be held on **22 October**. Twenty five percent off shopping passes are available please contact Cmd. Mary to get your passes or pick them up at our June picnic or the Sept. meeting. Remember for each pass sold, the squadron receives \$5.00. It's an easy way to boost our coffers – everyone loves to shop and you can even shop online this year!



Ransom Note For Commanders Bell Received

R e q u i R e \$ 3 5 0 B y
s e p T e m b e r o r
t h e b e l l w i l l g o
t o s l e e p w i t h t h e
f i s h i e s a t T h e
C o N f l u e n c e o f
T h e s u s q u e h A N n A
A n d c h e N a n g o
R i v e R S !



Can we save Commander Mary's Squadron Bell from a Watery Grave?

Watch this spot for upcoming Susquenago Sail and Power Squadron Fund raising events!



Burger King Donation ???

Still waiting on results from Burger King. Will do a final post in the October edition.. Mike

New York State's Brianna's Law, requires all operators of motorized watercraft to complete a state-approved, 8 hour boating safety course and obtain their boating safety certificate by January 1, 2025.

Boating Safety Course

taught by a certified instructor from



America's Boating Course **September 9th–October 7th, 2024**

- **5 Monday Nights, 7:00 – 9:00 p.m.** (final exam on the last night)
- **\$50.00/person**
- **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.

**Classes held at Johnson City High School,
666 Reynolds Rd., Johnson City, NY**

FOR MORE INFORMATION OR TO REGISTER:



GO TO www.susquenango.org

OR

CALL Les Smith at 607-797-7391

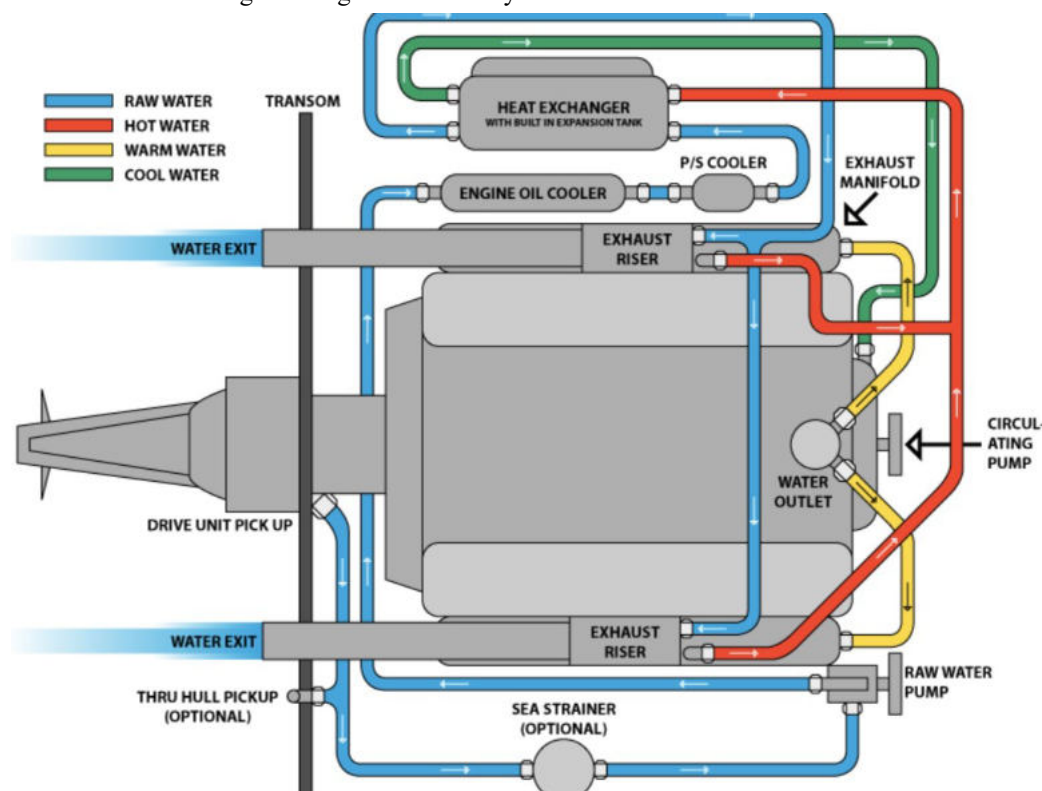
Engine Cooling Systems Explained

Oct 31, 2023

ARTICLE COURTESY OF [DISCOVER BOATING](#)

Our last contest consisted of selecting the order of things to check to troubleshoot an overheating engine with a "raw water" cooling system. A few of our viewers asked me to explain just what a raw water system was and how it worked. Raw water refers to the water that the boat is floating in. It makes no difference whether it is salt or fresh, both are used to cool the engine.

The process starts by drawing water into the engine through a seacock fitting and pumping it through the engine's water jacket and ports by way of a mechanical water pump. In a raw water system the water is drawn up through the seacock by the water pump. The water flows through the engine and directly out the exhaust. This cooler water absorbs heat from the engine to help keep it cool.



Most newer marine engines use an enclosed cooling system.

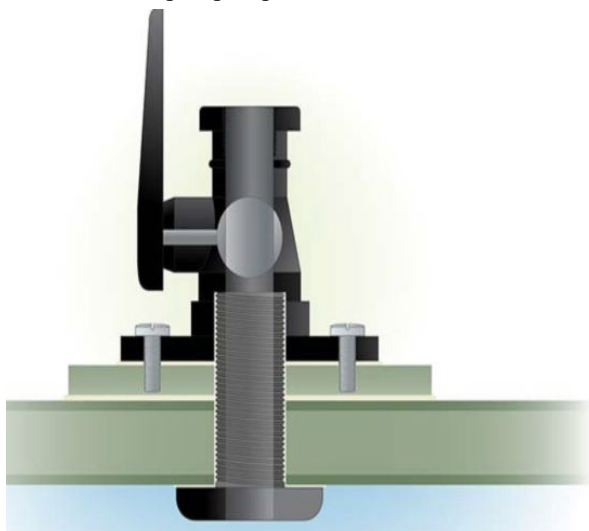
Most newer marine engines use an enclosed cooling system. This means that there is a small tank on the top of the engine that uses a combination of fresh water and coolant. This fresh water is circulated through the engine and through a heat exchanger. The fresh water, in this system, absorbs the heat of the engine. Raw water is still drawn up through the seacock but only flows through the heat exchanger jacket. This cooler raw water absorbs the heat from the fresh water through the heat exchanger jacket and is then pumped out the exhaust.

The advantages of the enclosed system over the raw water system are extreme, especially if you are operating in salt water. Salt water tends to build up a corrosive scale when the engine operates above 140°. In the raw water system this scale is building up inside the engine's water jacket and ports. When the scaling builds to the point that water flow is restricted the engine starts to overheat. At this point you are probably looking at replacing the engine.

In the enclosed system, the water that flows through the engine's water jacket and ports is the fresh water and coolant. The only part the raw water flows through is the heat exchanger. The same scaling occurs however. When water flow is restricted and the engine begins to overheat you may be able to "acid boil" the scale out of the heat exchanger and continue to use it. The worse case is that you would have to replace the heat exchanger. This would be much less expensive than replacing the engine.

Continued on Page 7

Other components of the cooling system, whether it be raw water or enclosed, are the seacock, sea strainer, hoses and clamps, belts and water pump impeller.



Seacocks allow water to enter the hull from the outside.

The seacock is a through-hull device that allows water to enter the hull from the outside. This device has a handle that allows you to shut off the water flow if you have a problem such as a loose hose clamp or cracked hose. You should test the seacock shut-offs monthly to make sure they are operable.

As a backup safety measure you should have a soft, tapered, wooden plug (called a bung) of the size of the seacock tied to the seacock. In case a hose parts and you can't operate the shut-off you can put the bung in the seacock to stop the water flow. The next inline part of the engine cooling system is the sea strainer. This is a device through which the raw water flows and is designed to filter out debris, sand, leaves, etc. before it gets to the engine. This device works much like a swimming pool skimmer. There are several kinds of strainers but all have a removable filter or screen which should be checked and cleaned or replaced on a regular basis.

Hoses, clamps and belts are vital to the cooling system and should also be checked periodically. Every time you check the oil, which should be done before each start-up, you should visually inspect hoses, clamps and belts for wear. All hoses that are below the waterline should be double clamped. This will help prevent water from entering the bilge should one of the clamps fail. Any signs of wear and tear should be replaced immediately. Above is an example of a corroded hose clamp.



If you find a corroded clamp, a pinched or cracked hose or belt, they should be replaced immediately. Be sure to replace the hoses with the same size diameter, length and temperature requirements that the manufacturer suggests.

The raw water pump, which is driven by a belt on the engine, contains an impeller which makes the pump operate. It is usually fairly easy to access the impeller to inspect or replace it.

In the enclosed system, a commercial coolant (antifreeze) should be added. This will prevent the fresh water from freezing and damaging the engine in cold climates and also will help prevent corrosion build-up in the fresh water system. Normally you would use the coolant and fresh water in 50/50 mixture. In colder climates you may want to increase the coolant percentage.

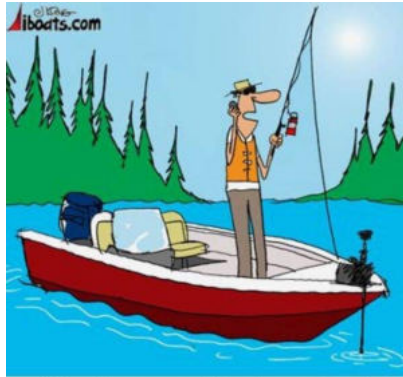
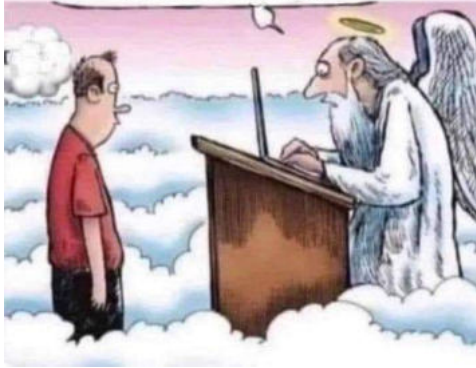
In summary, the direct, raw water system circulates water through the engine water jacket which flows through the block, head, manifold, etc.

This water absorbs the heat from the engine and is exhausted overboard.

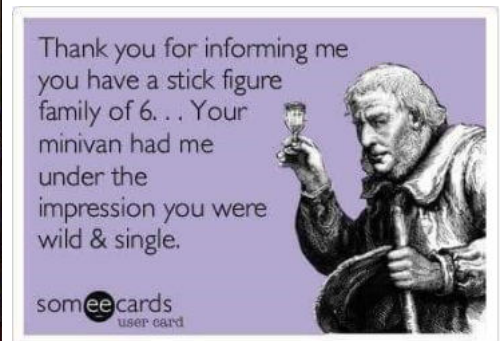
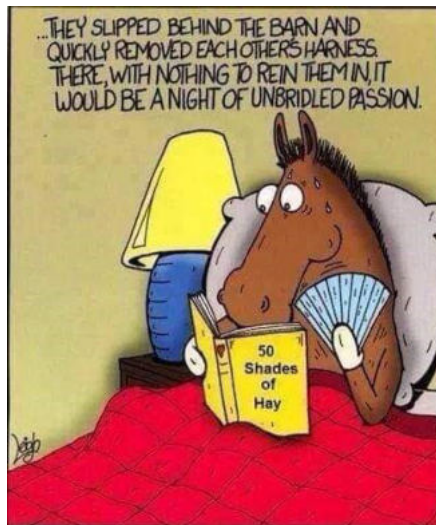
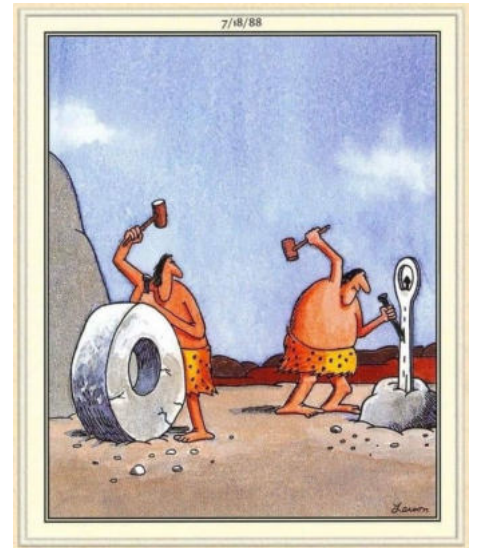
The enclosed system circulates fresh water and coolant through the engine water jacket and through a heat exchanger. This fresh water absorbs the heat of the engine. The raw water is also pumped through the heat exchanger where it absorbs some of the heat of the fresh water and is again exhausted overboard.

SEPTEMBER TOONS

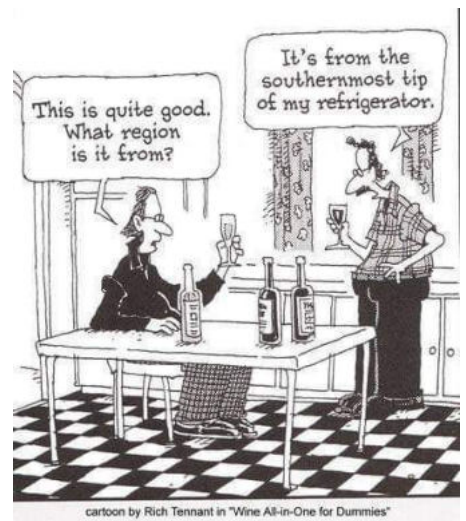
Well, you almost made it
except for your language
when docking.

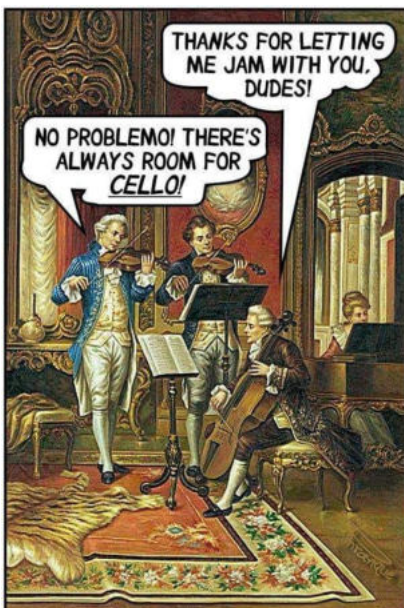
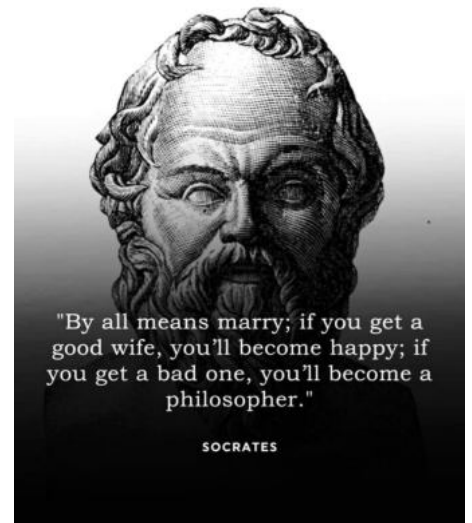
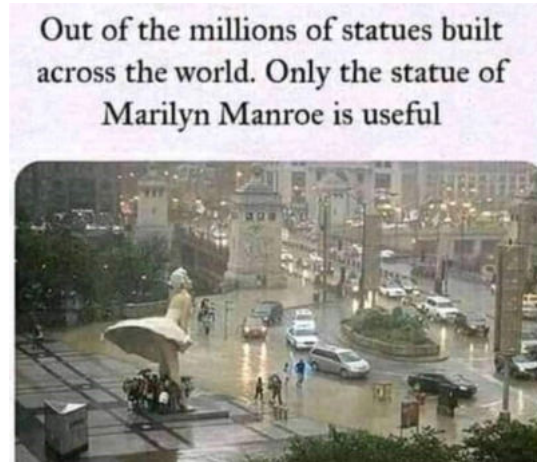


"Yes dear, everything here at work
is going well. Can I call you back? I
have something, I mean, someone on
the other line."



Home Depot Releases New
Bluetooth Cordless Hose





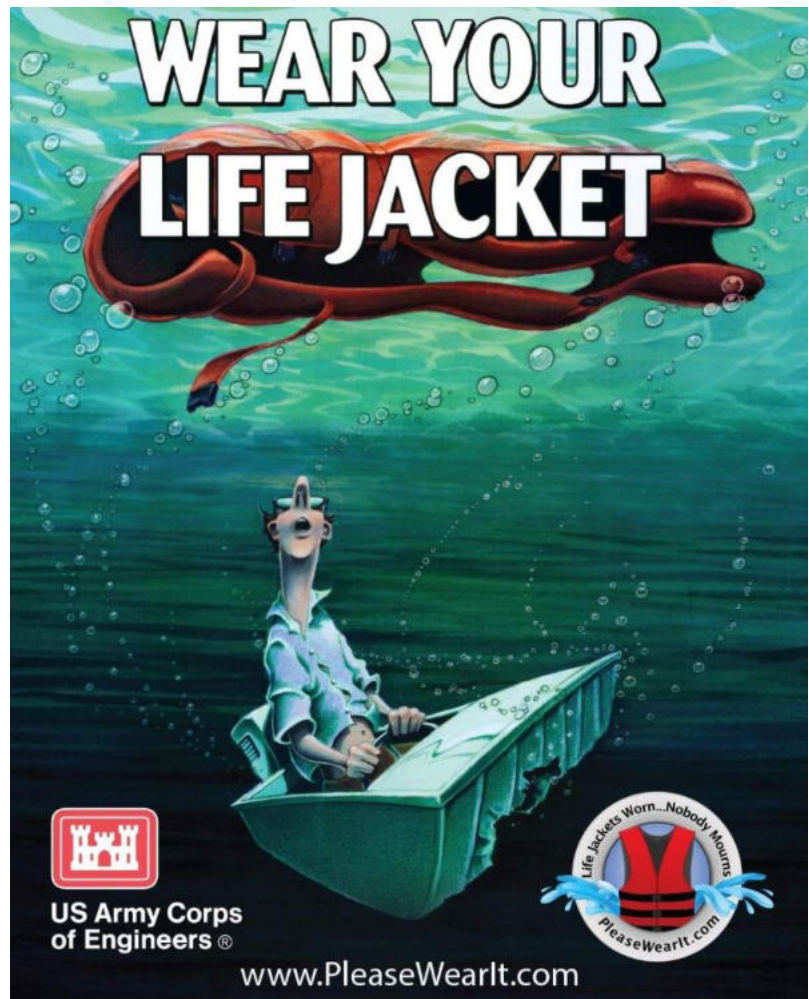
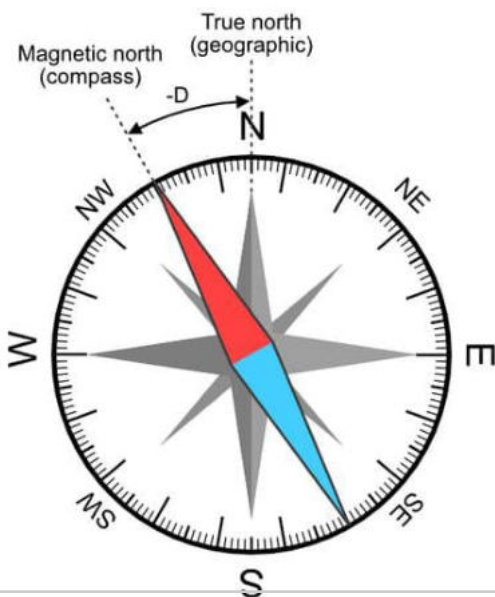
Magnetic Declination;

Magnetic declination is the angle between true (geographic) north and magnetic north at a specific point on the Earth's surface. This angle varies depending on geographic location and changes over time due to variations in the Earth's magnetic field.

In navigation, magnetic declination is crucial because compasses point toward magnetic north, not true north. To navigate accurately, you need to correct for this difference. If you know the magnetic declination at your location, you can adjust your compass heading to align with true north.

Declination is measured in degrees east or west. If magnetic north is east of true north, the declination is positive (east). If it is west, the declination is negative (west). Nautical charts often include information about magnetic declination in specific areas, allowing mariners to make necessary adjustments to their heading calculations.

PSC Anselmo Miranda Mártir JN



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