



BROCKPORT YACHT CLUB

# PORTHOLE

The Official Newsletter of the Brockport Yacht Club  
David Pulhamus, Editor



August 2017

Still the:

## MUDHOLE

*(Much improved, though)*

### COMMODORE'S CORNER



The lake is dropping, docks are rising and (finally) there is a lot starting to happen at the club! I sent an email blast earlier this week. We

are going to move the remaining 2017 meetings back to BYC. Next week we get back to those chicken wings we have been missing. In September, Jim Kolb graciously offered to cater the meeting at no cost to the members.

There will be no formal Labor Day Party but based on the conversations last month, we will be having the corn roast this year on Sunday September 10<sup>th</sup>. Hopefully that gives a little more time for things to dry out a bit more.

Thank you to Bob Burkhardt and Paul Ward for the new floor in the kitchen. It looks great. Thanks to Joe Amorese for replacing the lights. What a treat to have them all come on when you flip the switch!

The agenda for this month's meeting will be a full one. We will be voting on a by-law change for the special members which requires them to make the annual contribution to the Long Term Capital Fund. This was introduced by Dick Olson and in conjunction with the other special members Jack Evans, Les Ulp, and Paul Ward. The change just reinforces the reason we voted these gentlemen the special member status. For the good of the club they are actually volunteering to contribute more money to the club on top of all they have already done. Hopefully we can keep the debate to a minimum and accept it for the gracious and selfless act that it is.

We are going to be presenting the final proposal for the repair and improvement of the club. We will not be voting on any-

thing at this meeting (unless someone feels compelled to make a motion to do so). Timing is important for the projects. The goal is to begin work over the winter in order to have as little negative impact on next year's season as possible. In order to do that, the membership will need to make a decision on approval before the end of the season due to the lead time required in attaining permits, bids, financing, and put things in motion. We have been working with our neighbors on Sandy Harbor Drive to develop a comprehensive approach to the situation. We have also spoken to the Hamlin Town Supervisor as well as the County Executive's office regarding funding opportunities available to us for the creek and jetty by working in conjunction with the municipalities. From the onset, we have been working on a plan that addresses the damage from the water level this year, improve the facilities and to the extent possible allow the club to function with the anticipated water level fluctuations in the future.

Last but not least, I want to thank my fellow officers, Eboard members, and members of the engineering committee for all the extra work they have put in this year. Contrary to what one would think with the club being out of commission for the season, there has actually been more time spent on this endeavor than any year I can recall as an officer. They have all gone above and beyond what was expected and they certainly deserve our thanks. I'm looking forward to seeing everyone at the club next week!

(John Stevens, Commodore)

### VICE COMMODORE



"Nothing to report."

(John Saucke, Vice Commodore)

### BUSINESS MEETINGS

- General Membership Meetings are held on the last Thursday of the month
- at Carmestro's in Hilton during the months of January thru ??
- NO MEETINGS at the yacht club scheduled. at this time.
- No meetings in November or December.
- Reservations are required for the dinner portion.
- Appetizers @ 6:00PM,
- Dinner @ 7:00PM, meeting to follow.
- email reservations to [dinner@brockportyachtclub.org](mailto:dinner@brockportyachtclub.org) prior to 6PM on the Sunday prior to the meeting

### CALENDAR

- May 6 Boat Launch
- May 13 Club Opening
- May 28 Commodore's Review & Holiday Cocktail Party
- July 3 Holiday Cocktail Party
- July TBD Kids Sunfish Classes
- Club Cruise: Begins the Last Saturday of July
- Sunfish Regatta TBD
- September 3 Annual Wine Tasting
- Saturday, September 9 Annual Corn Roast
- October 13-14 Haul Out
- October 26 Corn Beef Dinner & General Meeting
- Oct 28 Club Closing
- Nov. 4 Commodore's Ball

(Continued on page 2)

## **REAR COMMODORE**



The club is finally usable again and although the boats are not in the water the greatest porch in North America is now open for business. Electrical Service and water have been restored to the club house and west fence. Water is also on throughout the basin. Dock power remains off as most of the junction boxes are still under water. Thanks everyone for helping to bring the club back from the abyss. See you at the club.

(Ken Beghini, Rear Commodore)

## **FLEET CAPTAIN**



I wanted to thank everyone that came out to the work party on Saturday, 8/5. It went well. The dumpster went from empty to full with debris from the parking lot, a number of badly deteriorating sandbags were removed, the creekside docks were repaired, and we raised the dock behind the clubhouse and got them cleaned up. Before and after shots are attached.

While I know summer is fading quickly, the work of raising the docks needs to continue. At least three more work parties will be needed (probably more, depends on the turnout), so you should expect to see announcements asking for your participation throughout the remainder of August, probably all the way through September, and even October. Trust me, it is much nicer to do the work in the warmer weather rather than wait until late in the Fall. As it stands now, some additional work to raise the support pieces under the docks needs to wait until the water level drops more, and that may not happen until late in the Fall, or perhaps even Winter. *(Also a great showing and work accomplished on the 19th. Ed.)*

(Eric Grape, Fleet Captain)

## **STILL MISSING CLUB ITEM!!!:**

The U.S. Navy ship's binnacle that was on the shelf upstairs in the Clubhouse has gone missing. If you have any information as to its whereabouts, please let people know so that it may be prominently displayed once again. (email me at [dmpul80@gmail.com](mailto:dmpul80@gmail.com)). We just want it back.

## **RACING:**

The Puffin Crew Skippered by Matt Keene, Trimmer Gary Hartman, Tactician/Spinnaker trimmer Bob Burkhardt, Mast Man Tim Maynard, and Foredeck Todd Dunn represented Rochester Hospice and BYC at the National Hospice Regatta at Oswego Yacht Club Weekend of August 18th. The club was extremely hospitable – their whole 2<sup>nd</sup> floor of the club house is a U shaped bar with a huge outside deck and a great view of the water. They set us up with identically tuned J24's with similar condition sails to keep things even. We drew for a different boat each day in a round robin format. With Thursday being a practice day I discovered that old boat shoes don't stick to the rounded deck of a J24. No one slid off the boat over the weekend, but many close calls with crew scrambling like cats to trying to stay of the water. We had a few issues the first day putting the jib on instead of the genny and getting the main on backwards. Timmy summed it up - we did two sail changes before ever leaving the dock. Steep learning curve but we started to sort things out by the second day of racing while in 4 foot seas. Surfing the waves with the chute up and not broaching was the focus in the first race and we were 6<sup>th</sup> out of 10. A highlight of the regatta was the first leg of the next race. We went deep left after a good start and then tacked onto port. The boat was fast and pointing well and we crossed the fleet clear ahead then ending up first at the head pin. Getting caught by following boats on the downwind set us back to 4<sup>th</sup>. After the race the regatta leader congratulated us on our boat speed by stating "You really had the "Whiz Bucket" moving out there today." I accepted the complement. Then reflected and realized that never in my racing career would I have expected that accolade would be the apex of my sailing accomplishments. Final day started us one point ahead of 8<sup>th</sup> and 2 points behind 6<sup>th</sup> making those boats our focus. In the first race we used a port approach start with Tim pointing the hole to tack into. That got us off the line in good shape and to a 4<sup>th</sup> place finish ahead of the competitors. The second of the day and last race of the regatta had us crossing ahead of the 6<sup>th</sup> place

boat. We tacked multiple times on them to keep in control and finished 3<sup>rd</sup> which put us into 6<sup>th</sup> place overall in the regatta. The crew did great, learning a new to us boat that was different each day. We stayed with a club member and winner of the regatta, and they could not have been more friendly and hospitable. We even were treated to a venison roast for Friday night's dinner. It was a great experience to represent Brockport Yacht Club at this regatta. Cheers!!  
Matt Keene

See Page 4 for an Action Shot of the Crew.

*(Matt, Thanks for a most welcome report on a topic sorely missing this summer! Ed.)*

## **DINNER MEETING August 31st!**

**The monthly Club Membership Meeting and Dinner will be held at The Club!**

Park at the Parkway lot. Social hour begins at 6, dinner at 7, with the General Membership meeting to follow. If you plan on attending the dinner and are not on the permanent list, email the social committee to RSVP at:

[bycdinner@brockportyachtclub.org](mailto:bycdinner@brockportyachtclub.org) Be a considerate member and RSVP!

## **TUESDAY BREAKFAST:**

Everyone is welcome to come and enjoy the companionship of BYC at breakfast at the Hilton Diner every Tuesday morning at 9 AM.

## **THANK YOU:**

A big thank you to all of the Club members who attended worked at, and on, the Club on the 5th and 19th. Vast improvements were made!

Thankfully the Lake level is receding!

## **From The Surveyors Perspective**

By Bob Spencer

## **Correct installation of propeller nuts:**

On far too many boats, the most common mistake I see is the improper installation of the propeller nuts when two nuts are



used. They are often installed with the large nut

Against the propeller and the thin nut on the outside as a jam nut. The proper installation is the reverse. The thin nut should be against the prop and the large nut is outside and tightened the thin nut. Often Marine service techs install the prop nuts incorrectly. Often when I see incorrect prop nut installation, the nuts are loose on the shaft. In the accompanying picture the prop nuts are both incorrectly installed and are loose and backed away from the prop. If the prop backs off the taper by even 1/32 of an inch it can damage the keyway and cause excessive vibration. If the cotter pin is missing from the end of the shaft the nuts would have backed off the shaft entirely and the prop would have spun off and been lost.

ABYC Recommends: the thin prop nut be placed against the prop with the thick nut serving as the outer jam nut. Recommend reversing nuts to comply with the ABYC recommendation. This recommendation is endorsed by Michigan Prop and many other propeller manufacturers.

The proper sequence for installing a propeller is as follows:

If the prop is new, it should be placed on the tapered shaft without the shaft key installed. Lapping compound should be applied to the shaft taper and the propeller should be rotated back and forth at least 180 degrees until the shaft taper and prop taper appear shiny after cleaning the lapping compound after removing the prop to do so. This is called lapping in a new prop.

1. If removing your old prop and intending to reinstall, once the prop has been removed, clean the prop shaft and inner taper of the prop hub.
2. Position the shaft key in the keyway and guide the prop onto the shaft until the prop is in position.
3. Use the large prop nut to seat the propeller on to the shaft.

4. Remove the large prop nut and install the thin prop nut against the propeller tightly.
5. Reinstall the large prop nut on the outside of the thin nut and tighten.
6. If the shaft has a cotter pin hole at the end to prevent loss of loose prop nuts, reinstall a new cotter pin.



Reversed prop nuts.

### FUTURE of BYC?

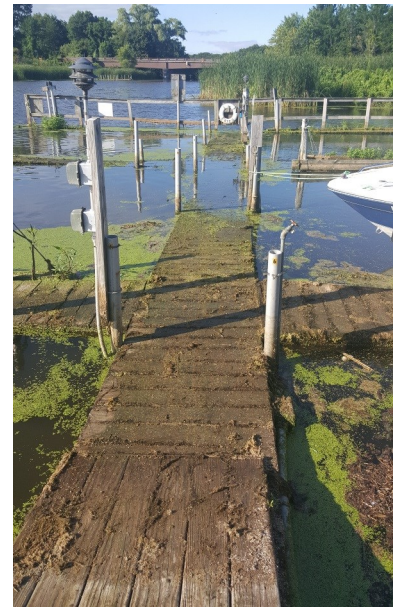
From Ted Halsey



*(12 Meters are sooo Beautiful!)*

### FRUITS OF OUR LABORS:

Before and After Pics by Eric.



Any one seen our mascot lately?

### **EXTRA! EXTRA!:**

For those of you that haven't heard, there was an incident last night involving a power boat that hit the jetty at a high rate of speed. John Walsh and Barry Gombert were there to witness it and called emergency responders. Luckily the injuries appeared to be relatively minor and all four people walked away. According to the updated story on WHEC, the driver was charged with BWI. At this point there doesn't seem to be anything required from the club. Obviously we will assist the authorities in any way possible if there are any requests. If you happen to be contacted for any reason regarding this incident, please direct them to the officers. Here is a link to the story on WHEC: <http://www.whec.com/news/deputies-believe-alcohol-a-factor-hamlin-boat-crash/4582454/>

### **SHIP'S STORE:**

In stock: T-shirts, hats, koozies, burgees, and more! See last page.

Give me a call or email me for prices, colors and sizes. Jack Evans 455-5701

### **FOR SAIL:**

**29.5 foot Sea Ray** (Sweet Pea ) for sale. Air/heater , hot & cold pressure water,microwave , twin 260 HP engines. contact Bruce Martin [585-734-1141](tel:585-734-1141). \$13,900.



FOR SALE: 1985 30' NEWPORT Mark III. Asking \$17,999 . All serious offers considered. Well cared for, well equipped Fresh Water Cruiser/Racer Newport 30-Mark. III wheel steering, diesel engine, main, jib, cruising spinnaker. Call (585) 723-0760 or 585 727-5680 or email [daveschantz@yahoo.com](mailto:daveschantz@yahoo.com)

### ***Puffin Crew in ACTION!!!***





Work Party Pics from the 19th.



### **MISCELLANEOUS RAMBLINGS:**

Last month I visited my Marine son, who is stationed at the Yorktown, Virginia Naval weapons depot. It was HOT, 102 degrees at 6 PM. But, what an area for touring. We went to the Mariners' Museum in Newport News and saw the Monitor turret under restoration. They also had the first foiling sailboat made in the 1950's. Many sights. In Norfolk we toured the Battleship USS Wisconsin, an Iowa Class ship, and toured the engine room. Impressive (Trivia fact: The Wisconsin has the bow from the Kentucky, which was used to repair collision damage). We went over to the Navy Yard and walked next to ships in port. The carriers are most impressive. (At the Gerald Ford I did not see Trump. He said he was going to wait for me!) The Yorktown Revolutionary War Battlefield is a great walking tour. Some houses have cannon balls from the battle still in place!.

Pic of Dan and Dad under the 16 inches!

Dave

