



BROCKPORT YACHT CLUB

PORTHOLE

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



July 2017

Still the:

MUDHOLE



Let's start with a great positive. Bob Burkhardt caught this fantastic shot of the newest visitor to the Club. Hopefully, he will become a frequent visitor. The crane, while not being used for its intended purpose, certainly was re-purposed for our benefit!

COMMODORE'S CORNER



Rain, rain go away. Come again another day. Once again Mother Nature has reminded us that she is going to win every time. According to NOAA, the lake level on July 19th was 248.25'. I have had some emails from people offering suggestions, help, and a couple offering cocktails. In all honesty, the ones who offer cocktails get answered first.

That being said, here is an update on several items.

Last week, Tom Pavone, Larry Benaway and I met with Chriss Andrews and other members from

the beach association. They are looking at options for raising the breakwall in the basin. We discussed coordinating our efforts so that we are working to the same measurements and heights. We also discussed combining any bid work to gain economies of scale. The goal is to make sure that we are all working from the same information. It was the first of what I'm sure will be many meetings.

Tom Pavone has been able to tap into a wealth of knowledge at Labela. We are very fortunate to have someone with these resources. Stu Brown is one of his colleagues. Stu has a great deal of experience with grant research and applications. He was able to determine that we qualify for a \$50,000 matching grant from NYS. Given Stu's experience and success with state and municipal grants, we think it makes the most sense to outsource the grant writing to Stu. There is going to be a cost, possibly up to \$1,500. Given the over 3000% return on the investment, it makes good sense to get it done and get it done right.

Many have asked about the docks.

We have discussed floating the docks vs. raising the docks. I have gone back and forth. Regardless it is something that we can do ourselves once the water recedes. I hope to have a game plan available at the July meeting.

There have been a range of questions regarding the use of the funds from this year. They have ranged from "when are we getting a refund" to "I would like to do-

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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 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

nate my launch and haul towards the club repair". My preference would be to put the excess funds from this year into long term capital. We know for certain we are looking at some fairly sizable repairs and the less we have to borrow, the less it will be in the long run (not to mention the benefit of a matching grant).

Last but not least, the water has receded enough to have most of the parking dry. Les has been looking at the electric to make sure the breakers along the fence and seawall are working properly so that we can turn the power back on and start all those boat projects!

Better days ahead!

(John Stevens, Commodore)

VICE COMMODORE

"Nothing to report."



John Saucke, Vice Commodore)

REAR COMMODORE



The water is falling and in the next few weeks we should be able to turn on the clubhouse plumbing and restore electric service to the boat yard and along the creek. I think it will be well into August before the basin docks emerge and we can assess the damage there. The lock on the swing gate is broken and we are temporarily using a club key pad lock to secure the gate. Please make sure to lock it up on your way out of the club. I hope we all can make use of the club boats and at least get in a little sailing in this summer.

(Ken Beghini, Rear Commodore)

FLEET CAPTAIN



The water level is slowly receding. Docks are still underwater, but not as bad as last month. It is possible to get down the road and into the parking lot now. So expect the weekend dock work parties, including moving the sandbags, to start soon. We will need every member to help out when we do start, as undoubtedly, there will be damage that needs to be repaired as well as just raising them. The extent won't be known until we get in there. The algae and seaweed is also extensive, so power washing and scrubbing the docks will be needed after raising them. As for floating docks, the concept is probably the best long term solution, but as Bob Spencer's elevation survey points out, there is a water level where the docks being above water is fruitless, as other parts associated with the club, such as the road, parking lot and lawn get flooded. When they do, the club utilities must be turned off and accessibility becomes difficult, severely limiting the club. So I am rethinking the need for floating docks, especially with other more expensive items identified in the Engineering survey that need attention.

(Eric Grape, Fleet Captain)

STILL MISSING CLUB ITEM!!!:

The U.S. Navy ship's compass 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). We just want it back.

This is a hard to find relic that was donated to the Club by past member Frank Sulfridge who had a Person '30. The compass probably came off of a smaller warship, such as a Destroyer, Destroyer Escort, or supply ship. It is interesting in that it has the "Quadrangle Correctors" (two iron balls) attached. The correctors were used to calibrate the compass. The ship would align with buoys out in the ocean and the balls moved to compensate for all of the ferrous material on the ship to make the compass accurate. Thank you.

DINNER MEETING July 27th!

The monthly Club Membership Meeting and Dinner will be held at Car-mestro's Restaurant in Hilton. 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 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 the June meeting and worked through some difficult Club issues.

Thankfully the Lake level is receding!

From The Surveyors Perspective

By Bob Spencer

Good News even in these troubled times.

With our club virtually shut down for the season there is a bit of good news. As we know the Bobby G, Catalina 22 club boat was launched before the club was flooded. A secure dock was found for the boat along the south porch. The boat is rigged, motor is hung and many of us have been sailing the Bobby G. Thanks are due to the members who got the boat together and particularly Bob Burkhardt who has put in the time to ensure the boat is safe for use. The Bobby G has an external gas tank in the port lazarette. Check the fuel level before use and add some gas if needed for the next guy. If you run out of fuel on the lake it is because YOU did not check the fuel level. The outboard is a Four Stroke and does not use two stroke oil. The cap on top of the cowl is an internal gas tank to be used if an external tank was not attached. If you are not familiar with the use of the Catalina 22's, these are swing keel boats drawing nearly 5' of draft with the center board down. Crank it up around 6 turns to lessen the draft in the basin and let

the keel all the way down when sailing in the lake. Please take your garbage off when you leave the boat. All the Bobby G safety equipment is in a bucket near the PFD's.

So what is better than a club boat for use during these troubled times? A second Catalina 22 club boat. Laurie Eshmann has generously agreed to donate Paul's Catalina 22 to the club. A heart felt thank you to Laurie Eshmann for that. Again Bob Burkhardt has been instrumental in helping with this acquisition. The boat "Paul E" is not yet in the water as Mr. Burkhardt and friends are working on that. It should be available to use soon. If you run across Bob Burkhardt, buy him a beer for his efforts and enjoy the sail.

On another note, the water level has dropped and we have our parking lot back. To make lemonade out of lemons, there will never be a better time to do boat maintenance than this summer. The list of typically deferred maintenance items includes servicing / lubricating seacocks so they work smoothly. You may want to change from gate valve seacocks (look like hose bib knobs) to quarter turn ball valve seacocks. Get into the bilges and engine compartment and check all your intake, coolant and fuel hoses. If they are cracking, they need to be replaced. If your waste system smells it is probably due to the waste hoses. No better time to replace them than now. If you wanted to dry out and rebuild your rudder do it this summer. Does your boat leak from above? Great time to remove deck hardware and re-bed (re-caulk) the hardware with a good marine bedding compound.

If your winches grind with a bit of resistance, it's time to disassemble, clean and lube them. A good tip is to take a decent size cardboard box and cut a hole in the bottom of the box just big enough to get the winch through. Place the winch through the hole in the bottom of the box before you begin disassembly and work from the open box top. If pawl springs fly off or parts fall off after you pull the drum, they will be contained in the box and not lost. Once the winch drum is off, take a picture of the internals with your phone before further disassembly. You can refer to that picture

when you are putting the winch back together.

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.

MISCELLANEOUS RAMBLINGS:

Not much to say, as not much has happened. It is great sailing the Bobby G. Don't pooh-pooh it as being "just a Catalina 22". The boat sails well, is forgiving and has a spacious cockpit to take a few friends out with you.!

As the Lake is receding, the smell is not too bad. The true test of the nostrils will be when the docks make an appearance. It is interesting to watch the fish swim over the docks, though.

Please scroll to the next page, as I have included the Eagle picture uncut. Maybe we should make a poster for our new mascot and protector.

Keep your Spars Clean!

Dave



(Go to next page, please.)



