

# BROCKPORT YACHT CLUB

# PORTHOLE

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

#### **COMMODORE''S CORNER**



First day of spring is here. Time to think about uncovering the boat. Looking forward to the soon completion of the grounds at the club. Following some more

drainage work and electric work we can be completely functional again. Power has been restored to the Brower building and the line to the jetty light. The next priority of the electric will be the crane, gas pump, pump out, and creek side docks. Looking forward to getting that done along with the tie in's for the docks behind the club. See you all down there.

(John Saucke, Commodore)



# VICE COMMODORE

Looks like we are going to have high water levels this Spring. The lake is sitting at 245.98' right now, about

a foot higher than the March long term average and forecast to rise another 7" in April. Hopefully we don't come close to a repeat of 2017..... I'm already appreciating the new sea wall and raised docks. With some luck we can think about starting to work on our boats again in a month. Ah the sound of sanders and the smell of VC-17.

(Ken Beghini, Vice Commodore)

#### **REAR COMMODORE**



The seawall is in, the power is on and the basin docks are reconnected. An excellent start, but let's not get ahead of ourselves. The grounds are a mess. There is still a

ton of work to do. But the next phases require the ground to harden up a bit before we start in. In preparation for that, we should focus on cleaning and picking up as much as we can. We have started the weekly garbage service early this year, so let's make sure the dumpster is full every week. Carpet remnants have been installed upstairs, so it is safe to track your muddy boots up there. But please do your best to keep it clean in the clubhouse a both upstairs and downstairs. Treat it like your home!

Now that Spring is finally here, undoubtedly more people will start coming down to work on their boats. Please be aware that the water and electricity along the fence and the creekside are not on at this point, and lines most likely need to rerun as they were disconnected when the docks were disconnected from the old seawall.

#### (Eric Grape, Rear Commodore)

#### **FLEET CAPTAIN:**

(No picture of the handsome dog, yet)

Work parties have been very productive. Great participation and fun times had by all. More to come. But, first some things have to fall into place before much more can be done.

Work schedules will be developed as things "clear up", and drain, around the Clubhouse. At least everyone should be able to get to their dock.

A few dock assignments are still in a state of flux, due to all of the barrier work that has been dome. It will all work out. Be patient.

(Rich Wiest, Fleet Captain)



March 2019

## **BUSINESS MEETINGS**

• General Membership Meetings are held on the last Thursday of the month

• at Foster's in Hilton during the months of January thru April

• May through October meetings are at the Club.

• 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 bycdinner@brockportyachtclub.org prior to 6PM on the Sunday prior to the meeting

#### **CALENDAR**

- May 4 Boat Launch
- May 11 Club Opening
- May 26 Commodore's Review
  & Holiday Cocktail Party
- July ? Holiday Cocktail Party
- July 6 Pig Roast
- Club Cruise: Begins the Last Saturday of July
- Aug 3rd BYC/BA Shindig Mingle
- Aug 23-24 Kids Sunfish Classes
- September 1 Annual Wine Tasting
- Saturday, September 7 Annual Corn Roast
- October 11-12? Haul Out
- October 24th Corn Beef Dinner & General Meeting
- Nov 2 Club Closing
- Nov. 10th Commodore's Ball

#### **DINNER MEETING 28th!**

#### DINNER MEETING March 28th

Join us again at Fosters for the March meeting. The members voted last meeting to have a sit down dinner and were having Lasagna this time. If you are on the permanent list and cannot attend or if you don't want dinner you need to cancel by 6 pm on Sunday the 24th.

If you are not on the permanent list and want dinner your required to notify us by the  $24^{th}$ . The email is: <u>bycdin-</u>

ner@brockportyachtclub.org

#### NOTE: CORNED BEEF AND CAB-BAGE DATE CHANGE:

The Corned Beef and Cabbage Dinner Meeting date has been changed from October 31st to October 24th. Put that in your calendar!

#### **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.

## **CONCERNS AND CELEBRATIONS:**

The Club' condolences are sent out to the families of:

George Reitter, father of Kevin Reitter, who passed away on February 25th.

Deloris Stark, mother of Wayne Stark, who passed away on March 7th.

Serge Hornos, long time and Senior Member, who passed away on March 8th.

On a happy note, Les Ulp will be 90 on the 31st!

#### **THANKS AND GRATITUDE:**

A HUGE thanks to Joe Milizia and his brother, who works at ProCarpet! Pro Carpet donated carpet to put over the floor upstairs in the Clubhouse. Great color selection and feels oh so good in bare feet.

ProCarpet has three locations. Corporate headquarters is here on Ridge Road. Darla Mandell donated the carpet from a Rochester trade show. Darla is one of the owners along with Lou Mandell her brother. Joe's brother, John Milizia, runs the warehouse.

# RACING:

By Bill Topping

I had the pleasure of attending the US Sailing Regional Symposium a couple of weeks ago. It was attended by Corin Sertyl the new president of US Sailing who is from Rochester as well as Club representatives from around the northeast.

One of the main topics was the decline in the numbers of people sailing, particularly racers, but sailing in general. This of course is very appropriate for Brockport Yacht Club with our decline in membership.

Our goals are similar to US Sailing, promoting membership and participation.

The discussion centered around two areas. The development of "product" and promotion. There is a proliferation of youth sailing programs which are highly successful. In a fundamental sense our Sunfish

Kids falls into that category. Another are learn to sail programs that bring people new to or unfamiliar with sailing on the water.

The second was the promotion of the sport. This could take several forms. It could be as simple as word of mouth with each of our members talking about the club with friends and family. It could also take on modern marketing such as social media and internet. Any of us with a Facebook or Instagram page should bring up Brockport Yacht Club regularly.

At the last members meeting I explained a plan where we could bring new people out with us for Wednesday night racing. Often I am contacted through the racing website by those interested in Racing. Several of our members reached us that way. One of the difficulties however was in finding a spot for them. The plan that I presented would enlist some of our more experienced members to take people out on Wednesday Night to get a flavor of racing and our club in general.

We are just in the preliminary stage. Our program will be informal to start. If any of you have other suggestions Let me know your thoughts.

#### SHIP'S STORE:

I will be operating the Ship's Store again this year.

The following items I have in inventory: T-shirts, sweat shirts, hoodies, BYC hats, BYC pennant's,

koozie cups, car window decals, burgees, commodore lapel pins, officer flags and American flags.

Please contact me for prices and orders.

Jack Evans 455-5701

jackevans@rochester.rr.com

#### FOR SAIL:

**1986 30' Newport MKIII**, *SPAR-TAN*, call Frank at 766-8386 for more details.

Last chance for BYC members before its listed! (*A fantastic boat! Ed.*)

**Kirby 25** with trailer For Sale: Everything you need to race, cruise or sail the boat.

No reasonable offer refused Todd Swan 585 489 6326 (Fast, race winner! Ed)

**Islander 30,** *Sallie Forth*. She is equipped for cruising. Since it is an old boat my price very low. \$3000/negotiable. Contact Joe Fisher 225-4938; jfs@frontiernet.net (Solid, comfortable and reliable! Ed.)

**Tanzer 26** (Dream Catcher)- well maintained and lots of extras for comfortable sailing and cruising such as AC fridge and Autopilot. \$5,600 Contact Gary Hartman (585) 208-3764 (A beeyouutiful boat! Ed.)

**Pearson 25:** Ready to sail away! \$3100 Contact Dave Pulhamus for details. 352-0149 dandmother@gmail.com

#### **MEDICAL CORNER:**

The following are the X-Ray pictures of Dave Manning's new hardware.

Healing is going well. 5 weeks to a walking boot, but the work goes on.

By: Dave Manning





#### **EDITOR'S TRUE POOP DECK:**

Nice weather is on the horizon! Scott Hetsko promises. Can't wait. I walk past the dry fleet in my back field and dream of being warm again and sailing.

Club project is winding down. Now for the rest of the work for us to do. Will certainly be a busy summer.

I was tramping around the Finger Lakes the other day and had a blast looking for sailboats in back/side yards. Some interesting. Some junk. I always wonder what the story and circumstances are behind them. Same goes for the power boats. With no leaves on the trees, you can spot some in hedgerows.

Just think; in no time we will be whiffing those glorious odors of bottom paint and varnish. Sure to put smiles on our faces and lengthen our lives!

Only one response to my obscure fact question last month. The honor goes to Dave Hale. It was a Medieval reference to contracting syphilis. One night with Venus. A lifetime with Mercury. Mercury is a toxic metal that is a liquid at room that was used as a treatment for the disease.

This month's obscure trivia has a Nautical theme: *Hell on Ice* is a book about the ill fated voyage of the USS *Jeanette's* Artic exploration written by George Wallace Melville. (A fantastic read!!) What did he go on to do?

Keep your spars clean. Dave





#### FROM THE SURVEYOR'S PERSPEC-TIVE:

By Bob Spencer

As spring commissioning approaches, I'd like to suggest a check list of issues I saw over and over in the course of my business that could have been avoided with proper maintenance.

- Take a flashlight and look into each plastic thru-hull fitting. If you find ANY cracks replace the thru-hull. If cracked, it is already in failure mode.
- Exercise all seacocks. If they are difficult to manipulate, they require servicing. All ball valves and barrel valves can be disassembled, cleaned and greased. If you have a bad gate valve (looks like an outdoor water faucet), replace it with a ball valve. You want your seacocks working when you need them.
- Use a wrench to check your shaft coupler bolts holding the shaft in place. These are the two bolts that clamp down on your drive shaft. If they have holes in the head, run stainless safety wire through the holes to wire them to each other. We have seen a few let go of the shaft and it's always at the worse moment (like docking).
- Check fluid levels in your batteries and fully charge them before launch.
- If you have not cleaned and lubed your winches lately (or ever), spring commissioning is a good time to do so. The kits are cheap at West Marine and it's not rocket science to perform. There are springs and pawls and you stand half a chance of finding a dropped part beneath your boat as opposed to when it's floating. Use an empty box with a hole barely bigger than the winch, cut into the bottom of the box. Place the box hover the winch body by passing the winch through the new hole and you can work on the winch through the open box top. If any parts come loose, they usually stay within the box and can be easily found.
- Check all engine fluids including the coolant exchanger and reservoir. If it's a powerboat check the trim tab pump fluid and IO pump fluid. I've seen lots and lots of these with dangerously low fluid levels.
- On Powerboats, check hydraulic steer-

ing fluid levels (few ever do).

- On I-O powerboats, use a good flashlight and look at your I-O bellows. You can often spot a rotted or split bellows. Better to have it replaced on the hard. Bellows should be routinely replaced every 5-7 years. A split bellows while in the water can sink a boat.
- Engine oil, oil filters and fuel filters should be changed every season. It's more easily done when the boat is on the hard. Use a Sharpie to write the date on the filters for future reference. If you spill some oil into the bilge, it is easier to clean up and won't be pumped overboard when the bilge pump fires up.
- Engine intake water pump impellers should be changed out every 2-3 years max. Don't wait until a failed water pump causes an engine overheat while under way. It will probably cause engine damage and may seize the engine if the overheat goes unnoticed. If you have not changed your water pump impeller or have not had it done in a few years (or ever since you've had the boat), do it at spring commissioning. This goes for all marine engines including outboards. It is a good idea to carry a spare impeller onboard for emergency changes. Some engine water pump impellers can be hard to find locally. You can order them online and having a spare on hand can save you lost usage days in an already short season.
- Check the functionality of your bilge pumps and float switches. If water in a bilge pump froze over the winter, it may have cracked a component. Be sure they work and be sure the discharge hose is in good condition.
- If you use your boat's water tank, mix a cup of bleach with a bucket of water and put several buckets of the mix in your tank. Run it dry and rinse with straight water. Note that water line hoses tend to get very nasty. I don't advise drinking the water out of the water sys-

tem unless you change the hoses every couple of years. You can wash with it though.

- If you can smell the Head (sewage), it's not aroma therapy. The most likely cause are the hoses. They become permeated with sewage. To test, rub a rag over the discharge hose and take a whiff. If you can smell sewage, change out the hoses. Everyone will be happier for it.
- Take a flashlight and inspect all hoses. Hoses crack and check with hose rot. It's easier to replace a rotted hose on the hard.
- On launch day, check your stuffing box on inboard engines once the boat is in the water. Dripless glands should not drip at all. Standard stuffing boxes should drip 2-3 drops a minute when the shaft is turning and not at all when the shaft is still. If the stuffing box is leaking excessively, tighten the packing nuts to obtain the proper drip rate. DO NOT RELY ON YOUR BILGE PUMP TO KEEP YOUR BOAT AFLOAT. The purpose of a bilge pump is for "The dewatering of nuisance water" (rain water, wave splashing etc.). If your packing gland is leaking excessively, chances are good your boat will sink at the dock while you are away.
- As a final note, understand that "Nothing will get better on its own". A cracked hose will burst at some time in the near future, usually at a very inopportune time. The same is true with rotted bellows, old impellers, failed float switches, cracked thru-hull fittings and excessively leaking stuffing boxes. A leaking fuel hose can have catastrophic consequences.
- It is a good idea to keep a maintenance log recording dates and work done for future reference.
- A note about hoses: All marine hoses are purpose manufactured. Always use the proper hose for its intended use (Waste Hose, Exhaust Hose, Water Hose etc.) and particularly fuel hose. Fuel hose should USCG Type A-1. Do not use automotive fuel hose. Automotive hose does not pass marine use fire retardant tests.



Dick and Roger enjoying the newly installed carpet covering the upstairs floor.

Below is the information for Pro Carpet. Consider them for your next carpet needs. Check them out on online at: procarpetinc.com

# Corporate Headquarters / Retail Store



5580 Ridge Road West Spencerport, NY 14559 Phone: 585-352-5905 Fax: 585-352-1843 Lou Mandell, Jr. Imandellir@procarpetinc.com

## Southeast Commercial Sales



2506 Success Dr. Odessa, FL 33556 Phone: 813-321-2284 Michele Maurillo mmaurillo@procarpetinc.com

Pittsburgh PA / Ohio Commercial Sales



825 Phum Industrial Park Pittsburgh, PA 15239 Phone: (585) 617-0953 Lou Mandell, Jr. Imandelljr@procarpetinc.com