



# BROCKPORT YACHT CLUB

# PORTHOLE

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



March 2020

## COMMODORE'S CORNER



Greetings: Well, this year is starting out bad. Not only do we have to worry about high water we have the "Corona" virus to play with. As you know, (Providing the note I sent out last week was received by all) we already had to cancel the March meeting. Hopefully we can get together in April. Not holding my breath on that. Being the six foot rule is in effect work parties are going to become a bit more difficult. Big thanks to Rich for his organization skills. Good progress is still however being made. Hopefully soon there will be a cure of sorts (eating more limes?) for this pandemic. Life will go on. Still planning on getting my boat ready. Corona or not, I'm sure I can stay six feet from others on the lake! See you all soon.

John Saucke, Commodore)

## VICE COMMODORE



We thought high water was going to be our biggest challenge this year.... Let's do the best we can by following the recommendations, being aware of our surroundings, and prioritizing the safety of our fellow members. Hopefully the craziness will subside and we can resume our regular lives shortly.

In other news my neighbor whose house is on the low spot of our street has completing his permanent fix to the flooding problem by raising his house, see picture. I'm just seeding some thoughts here on a future BYC project.  
(Ken Beghini, Vice Commodore)

## REAR COMMODORE



Coronavirus. Supermarkets shelves empty. No toilet paper. Businesses closing. 401k's tanking. Sports can-

celled. Travel bans. Social distancing. The world has gone nuts. Hopefully this will pass soon and everyone will be okay and resume to normal. Through all of this, I am thankful that BYC is there. More than ever. It was good to be down at the club working on the docks, the clubhouse and the boat. I can forget about all the troubles of the world while I am there, or at least have others to commiserate with about them, even if only for a little while.

With launch potentially moving up to April 18th, the plan is to turn the water on Saturday 3/21. Hopefully there won't be too many leaks. The plan is keep the faucets dripping in order to keep the lines from freezing. Emptying the trash dumpster will still be on an as-needed basis until club opening, but it will be emptied as it is full now.

(Eric Grape, Rear Commodore)

## FLEET CAPTAIN:



Thanks to all who have been attending the work parties this past month. We're making slow but steady progress on the docks and other assorted projects. Please check your dock between now and April 1 to let me know if there is some problem that we have missed. Again, the priority is to fix those docks that are structurally unsafe before launch. Cosmetic issues are not high on the priority list.

Speaking of launch, it is still on for April 18. According to the US Army Corps of Engineers website (Detroit District) the current lake water level is 246.6 and is anticipated to rise 7" over the next month. If this prediction holds, this will put us below the 249' threshold that would prohibit launch. I have already secured CP Ward crane services for Saturday, April 18. But, if we can push back the date two weeks later to May 2 and still safely launch, we'll do that in order to give

## 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

bycdiner@brockportyachtclub.org

prior to 6PM on the Sunday prior to the meeting

## CALENDAR

- May 2 Boat Launch
- May 9 Club Opening
- May 24 Commodore's Review & Holiday Cocktail Party
- July 5 Holiday Cocktail Party
- Club Cruise: Begins the Last Saturday of July
- Aug TBD Kids Sunfish Classes
- Saturday, September 2 Annual Corn Roast
- October 9-10 Haul Out
- October 29th Corn Beef Dinner & General Meeting
- Nov 7 Club Closing
- Nov. TBD Commodore's Ball

members more time to prepare their boats. The wild card in all of this is any restrictions we might encounter (shelter in place, quarantine, etc.) due to the coronavirus emergency. We'll make the final call for pushing back the launch during the first week of April.

Again, thanks for all that you do. See you down at the lake.

(Rich Wiest, Fleet Captain)

**MUSINGS:**

*BY Rob Schaefer*

So, if I had something good (or informative) to say about the Virus, I would.

The curling you covered last month. Which was fun.

The High water seems secondary to the virus at this point.

So, instead of the mudhole, is there a corona theme, since the meeting will be cancelled?

Oh, if “we” decide to have a meeting as a conference call, using zoom, instructions on zoom use would be great.

And are we “blindly” marching forward with all repairs and launch in hope the pandemic subsides quickly?

I am not normally the bringer of bad news, but am skeptical on this year.

Minimally the first half. With bars / restaurants, gyms, etc closed, can we launch as planned?

I am thinking the (BYC) assumption is April will be back to normal. Hope that's true...



## SOCIAL COMMITTEE:

### THE MARCH GENERAL MEMBERSHIP MEETING IS CANCELLED

**NOTE:** Ladies and Gentlemen, it is **IMPERATIVE** that you contact us if you are on the Permanent List for a dinner, but are unable to attend. We have to contact Foster's on Mondays before the meetings so that they can prepare the correct number. We also have to pay Foster's for those members that are 'no-shows'. If you are unsure if you are on the list or not, contact Jude Eichas at

[bycdinner@brockportyachtclub.org](mailto:bycdinner@brockportyachtclub.org).

**(Note: There is no hyphen in the address!)**

Please contact Jude Eichas at:

[bycdinner@brockportyachtclub.org](mailto:bycdinner@brockportyachtclub.org)

to reserve a dinner, or if you will not be attending and are on the list.

## TUESDAY BREAKFAST:

Canceled, due to diner not being open?

## NOTICE:

GYC's Annual SBLI race has been moved from June to late Aug

*Submitted by: Burt Ringelstein*

## EDITOR'S NOTE ON EMAILS:

If you are having trouble receiving BYC emails and have roadrunner, consider setting up a gmail account. It seems there is an issue with roadrunner. Club emails may be in your spam folder.

## BYC HISTORY:

*Submitted by Bob Spencer*

116 years of BYC

Snippets of club history

By Bob Spencer

These snippets of BYC History are taken from the old "Red Book" members handbook published at the turn of the century by Past Commodore Lori Hannigan. Lori herself was a second generation member who grew up at the club. Past Lori's 2000 printing of the Red Book, the events of the Twenty-first century have been updated in this article.

BYC was organized in May of 1904 and had ninety-eight charter members. The club originally occupied leased land and our current clubhouse was built and stood on Peter Terry's current property. The land we now occupy was later purchased by the club and the clubhouse was moved to its present position. In the early days of the club, sailboats were either purchased or built and launched off the Creekside beach where our guest dock now sits. Sailboat races were organized in the early years and were so popular that one estimate for the first race stated "approximately 5,000 spectators lined the beach to watch".

Over more than a century of BYC's existence the membership numbers have varied. In the years after WWI between 1927-1943 membership dwindled to the point where Commodore George (Buzz) Guelf kept the club alive by paying the taxes on the property out of his own pocket and with the help of the few remaining members took care of all the necessary maintenance. It is also known that between 1943-1947 Commodore S Edwin Wadhams (Tiny), twice paid the club's taxes out of his own pocket. With the end of WWII interest in the club increased as did membership. Interestingly during the late forties to mid-fifties most of the club were power boaters.

In the early 1950's the clubhouse was completely surrounded by water for some two or three years due to high lake levels (Sound Familiar?). In the early 1960's the basin was dredged due to low water. In the spring of 1973 record lake levels (for the time)

once again flooded the BYC property and the clubhouse was an island in a sea of water and mud. In 1999 the basin was once again dredged due to low water levels. The early 2000's saw a period of low water levels necessitating early haul outs and in 2008 the boats had to be hauled the weekend following Labor Day which made for a shorter season. 2017 saw Lake Ontario record high water levels and a flood which kept us from launching our boats and became "The lost season" for BYC. The folks that make such statements declared the flood of 2017 as a "One Hundred Year Event". Higher than normal waters, yet below flood levels, left us with a good 2018 season but flood remediation and clean-up of the grounds became the club focus. In 2018 BYC replaced our bulkhead walls and raised our elevation with fill dirt to guard against the levels of the great 2017 flood. However, lake levels in 2019 were even higher than that of 2017. We were better prepared and launched our boats before we suffered our second flood in three years. Due to our 2018 work we were able to pump the property dry by July and rescue the remainder of the 2019 season. Flood remediation and cleanup remains the focus of our club as we move into the 2020 season.

## **BOTTOM PAINT**

*Submitted by: Bob Spencer*

### **VC 17m anti fouling paint**

by Bob Spencer

Accredited Marine Surveyor~Retired

As I speak with members at the Yacht Club, I have heard far too many misconceptions regarding the use of VC 17m anti fouling paints. Antifouling paint is a "pesticide". Once the antifouling properties of the paint are exhausted, it no longer acts as a "pesticide", regardless of how much color remains on your hull. The following paragraphs in quotations are directly from Interlux, the manufacturer of VC 17m.

### **"HARD ANTIFOULING PAINT" (VC 17m)**

The technical term for these types of anti-fouling paints is 'contact leaching'. The paint dries to a porous film that is packed with biocides, which leach out on contact with water to prevent fouling growth. This leaching is chemically designed to release biocide throughout the season, but the amount will steadily decrease until there is not enough biocide coming out of the paint film to maintain fouling protection. Once the biocide is exhausted, the hard paint film remains on the boat. Hard antifoulings do not retain their antifouling ability out of the water and cannot be hauled and relaunched without repainting. One of the main benefits of this type of antifouling is its resistance to abrasion and rubbing. This makes it ideal for fast powerboats, racing sailboats or boats where the owners have the bottoms scrubbed regularly. Most hard antifouling paints can be wet sanded and burnished prior to launch to reduce drag and improve hull speed.

For Hard Antifoulings, ask for Ultra (TM) with Biolux or Fiberglass Bottomkote. For Hard Racing Finishes, ask for VC Offshore with Teflon, Baltoplate, or VC 17m

There is no maximum launch time for VC 17m or VC 17m Extra. VC 17m can be applied in the fall and launched in the spring."

To summarize the technical article from Interlux regarding VC 17m and Extra.

The Biocide leaching is chemically designed to release biocide throughout the season, but the amount will steadily decrease until there is not enough biocide coming out of the paint film to maintain fouling protection. Once the biocide is exhausted, the hard paint film remains on the boat. This means that just because your previous bottom paint looks good and is not worn through, it does

NOT mean it is still effective as an antifouling paint.

Hard antifoulings (VC 17M) do not retain their antifouling ability out of the water and cannot be hauled and relaunched without repainting. This means that the boat cannot be stored out of the water for any long period of time without repainting before launch. VC 17m is a seasonal product and must be reapplied every season.

If you are looking for antifouling properties in a bottom paint, meaning the ability to kill and repel zebra mussels, algae and slime (a form of algae), you must apply VC 17m EVERY season.

Other facts about VC 17m:

VC 17m will not seal the hull from water or prevent blisters. It is a pesticide only.

Should you choose not to renew your VC 17m antifouling paint yearly, your boat will not sink. But do not fool yourself into believing the old paint will continue to act as an antifouling paint because it still looks good to the eye. Old paint will not kill or repel anything. Those who touch up their VC 17m in little patches every year will simply have patches of relatively clean hull amid algae fouled areas of old paint.

It is true that if you have not renewed your VC 17m for several seasons, a pressure washer will still clean your boat of algae at haul out. Then again one applies anti-fouling paint to keep the immersed hull cleaner while the boat is in the water, not so much to make it easier for a pressure washer to clean it after you are hauled out. On a sailboat in particular, an algae and mussel free hull is more efficient and faster. They go slow enough as it is without dragging algae and slime around with it.

Should you decide to apply a multi-year antifouling paint, the VC 17m must be fully removed (VC 17m contains Teflon) before repainting with a different product or the new product paint will not properly adhere to the boat.

The choice is yours whether or not you want or need antifouling protection. If you do want antifouling protection VC 17m must be applied yearly. If you do not care about antifouling protection, that is all right as well, just don't expect antifouling out of an old paint job.



## Marine Insurance 2020:

By Bob Spencer

With spring on the horizon, many of us are receiving our Marine Insurance Policy renewal notices. I insure through BoatUS which uses GEICO marine insurance. What I will report on here is for the BoatUS / GEICO policy but may well be similar to other common policies.

To start with my policy price increased by about \$50 this year. That is really no surprise as the many Hurricane claims are driving everyone's insurance up. There have also been some changes to BoatUS/ GEICO coverage. They have added a Seaworthiness Clause as follows:

“YOU warrant that at the inception of the policy, your insured boat is in seaworthy condition. Violation of this warranty will void the insurance policy. YOU also warrant that the insured boat will be maintained in a seaworthy condition during the policy period shown on the declarations page. There will be no coverage for any loss, damage or expense arising out of an unseaworthy condition.”

When I was in the Marine Survey business, the term “Seaworthy” was avoided due to the fact that there was no written definition for “Seaworthy”. We used the term “Fit for intended use”. In 2020 Seaworthy is the term in use. It should be interpreted as the boat must be well maintained by the owner. As an example, if a dry rotted hose bursts and floods the boat, there will be no coverage as the hose should have been replaced by the owner as part of the maintenance required to keep the vessel “Seaworthy”. Rotted hoses are not “seaworthy”.

Another example is “No coverage for Mechanical Breakdown, Overheating, Freeze up (ice) damage and wear and tear”. This clause mostly pertains to engines and transmissions. If you have not replaced your water pump impeller at least every three years, the overheat damage from a failed impeller is not covered. No insurance company is buying the “I sucked up a plastic bag” story for overheat. If you have an IO outdrive, the bellows should be examined yearly for rotting and checking and should be replaced every 5-7 years or immediately if checking is found. Failure to replace IO bellows within the manufacturers recommended maintenance schedule (5-7 years) may sink your boat while at the same time void your insurance coverage. Freeze up damage is

currently an exclusion to normal coverage. If you want to insure against freeze up you can contact your insurer and purchase a Freeze up rider for your policy.

Note that all equipment such as outboard motors (theft, not mechanical breakdown), electronics, sails, etc. will be paid out at Depreciated values depending on the age of the equipment. If you want full current value for equipment replacement, you have to contact your insurer and pay for an Equipment Full Replacement rider. Electronics are not covered for breakdown, only sinking damage and lightning strike.

Personal Effects are not covered under a normal policy. If you want personal effects covered on your boat, you will need a rider to cover your desired amount. Personal effects are defined as anything not attached to or needed for the use of the boat. This includes your cell phone, computers, fishing equipment, Hand held VHF Radios and GPS units. Electronics that are mounted to the boat would be covered to the extent that coverage allows.

For our Sailing Racers GEICO/ BoatUS DOES cover sailboat racing in the standard policy to the extent that coverage applies. Read your own coverage policies to determine if Racing is covered. If not you can contact your insurer and request a Race Rider.

In summary, the day and age of letting your boat maintenance lag and hoping the insurance company will pay for the problems that causes, are over. Read

your renewal documents carefully to understand what is covered and what is not covered. Remember you are purchasing catastrophic insurance not a mechanical warranty. Also note that all members with boats 17' and larger in use at BYC are required to carry at least liability insurance and a full marine insurance policy is highly recommended.



## RACING 2020

By: Bill Topping

It has been three years since sailing and racing at Brockport Yacht Club could be considered normal. With the high water we have been effectively shut down for 2 of the last three seasons. Any plans to grow our racing program seemed secondary to getting any racing in at all. Though numbers were down, we still had good participation with the natural attrition of racers being replaced by new boats on the starting line. In light of these obstacles I would like to express some thoughts improving and building our race program.

There are several aspects of growing racing at Brockport Yacht Club. One is encouraging the boats that are not currently racing to join in the fun. Our Division D or Slug Fleet (their name not mine) has helped in making the races more accommodating. As different boats have participated, we have adjusted this fleet to accommodate not only the boats, but the skipper experience as well. Any current members who are reluctant to race can find a good time in Division D. This is ongoing and nothing new.

Another way of growing the program is by accommodating the individual who is not currently a member but who would like to sail with us as crew. Every year I receive notes from people who would like to race with us. Some of our current members started out this way. It is a great method of growing our sport as well as the membership at BYC. There exists a small problem with this. Many boats have solid crews and are reluctant to bring aboard newcomers. I get it. It's fun to win and an inexperienced crew member is not always conducive to the win. There are also tight crews that are well established and reluctant to bring in new members. Some have consistently helped out by accommodating these new racers, but it's hard to ask the same skipper to help out every time. A thought is to designate some of our boats as semi-permanent training vessels. Having a club boat like the Bobby G take charge of our new prospects. These boats could be skippered by experienced racers with the goal of exposing new racers to racing and sailing in general.

It is an indisputable truth in sailboat racing that husbands and wives do not always make the best racing partners. I know there are notable exceptions, but there are a considerable number of couples who don't or can't

race together. Should this be a reason for one or the other to stay home on race night. One of our more gregarious members who shall go nameless [Rob Schaeffer] has charmed some of the ladies of our club to race with him on Wednesday nights. By all accounts they had fun and wanted to come back.

It could be as simple as letting our wives and girlfriends know that they are welcome and they will have fun. They could become a part of an established crew or sail on our training boat.

As we delve into the problems and solutions it becomes clear that they are all interrelated. More boats on the line need more crew. That means less experienced sailors that need to be accommodated or trained. A larger pool of experienced and trained racers would eliminate some of the difficulty in finding crew to race. Everyone needs to be a sailing ambassador. Taken on an individual basis, we can grow the sport of sailing.

### EDITOR'S TRUE POOP DECK:

With all of this hoopla surround the World's pending demise, a subject dear to our hearts has been pushed out of the public's mind. I am referencing, of course, the level of Lake Ontario. It has been steadily inching upward. (At the instant I am penning this, the level stands at 246.72 feet with an outflow of 339,000 cubic feet per second (2,535,720 gallons a second).

The work that has been done to prepare the Club for higher water is certainly paying off. You can easily see that when you visit the Club. We are in the final stages of completion of this massive project. All should stand in wonder of what has been accomplished in a relatively short time span.

I am thankful, and grateful.  
Dave

*"Let us live so that when we come to die even the undertaker will be sorry."*

— Mark Twain



**SHIP'S STORE:**

Item	Color	Cost
T-Shirts	Wh, Gr, Bl, Red	\$8
T-Shirts Long Sleeve	Wh, Gr, Bl, Red	\$9
BYC Hats	3 BYC flags Burg, Kiki, Bl	\$20
Hoodies	Gray White	\$20
Sweat-shirts	Gray White	\$16
Koozie	Blue	\$1
BYC Burgee	n/a	\$24
Past Commodore Flag	blue	\$24
Blazer Patch	Blue/Gold	\$15
BYC Car Window Decal	n/a	\$1
BYC Boat Decal	n/a	\$5

Contact: Jack Evans, 455-5701 or

[jackevans@rochester.rr.com](mailto:jackevans@rochester.rr.com)

**1978 O'Day 30:** \$9800 or BO\*

SeaGuhls has had many upgrades and work done on her. She is a very roomy and easy boat to handle. \*I am willing to negotiate favorably to BYC members. Contact me for full details.

Tom Guhl 746-3737

[tguhl22@gmail.com](mailto:tguhl22@gmail.com)

**FOR SAIL:**

**1986 30' Newport MKIII, SPARTAN,** call Frank at 766-8386 for more details. New Price: \$16,000. (Discount for BYC member purchasing it.)

**WANTED:**

I am looking or an inexpensive Sunfish. Perhaps someone that has one sitting on our racks unused for years would be interested in unloading theirs. I really only need the haul as I have an extra rigging, but would accept the whole boat set up for the right price. Contact Tom Guhl

**JOB OPPORTUNITY:**

Ever wanted to have a voice in the Club? Well, wish no longer! The position of Porthole Editor could be yours just for The asking! Just ask.

Think of all the glory you could be basking in!

Contact Dave Pulhamus

**Optimist dinghy:** The best learn to sail boat on the market. Comes with top cover, board bag, mast and sail cover. \$500. Any questions please contact Jason Evans at 857-0837 or [jtevens16@gmail.com](mailto:jtevens16@gmail.com)



**PACESHIP 23:** CDI Roller Furling, on trailer, ready for you! Make an offer that is reasonable to you! Dan Ward

[dp17ward@gmail.com](mailto:dp17ward@gmail.com)

**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

**76 Catalina 27: Wind Blown.** Deck could use some paint and the main is a bit out of shape, but it's generally ready to sail. I was thinking \$1500. I checked and there's \$1350 of lead in that keel!!

David Kavanagh [dka-vanagh@gmail.com](mailto:dka-vanagh@gmail.com)

**Lothlorian** for sale. More info to come, but contact Devin at [devin-jay7@gmail.com](mailto:devin-jay7@gmail.com) or 585-354-7458 for more info.

**Head snow skis:** 170 shaped with bindings and poles that need a new home. No cost to you as in FREE! Contact Les Ulp.

**Free Boat Cushions:**

Old ones from previous boats. Some vinyl covered, some fabric. Any use for you?

Contact Dave Pulhamus

/14/2020 Toilet Paper Thief in area. We may need to Chain Up our Toilet Paper, or go to paperless toilets?

Submitted by: Jeff Spring (of course)

Like Comment Share

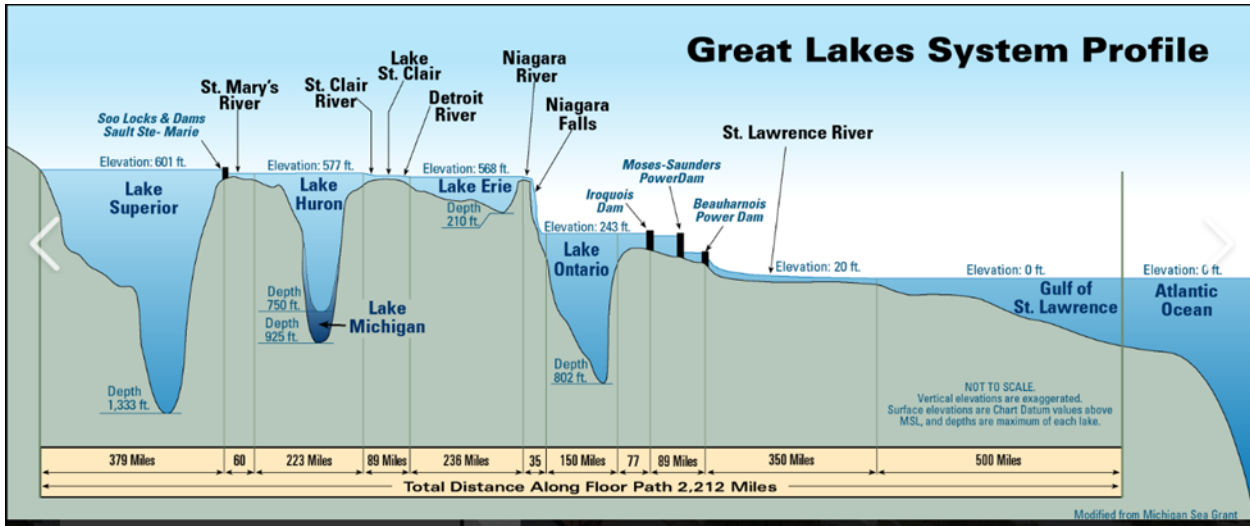
**Nuts Corners**  
Yesterday at 10:32 PM · 🌐

Who the hell went NUTS and took the three rolls of toilet paper out of the storage cabinet in the ladies room!? And... the one on the windowsill in the men's room?!? You are savage! However, we appreciate your business, that you left the hanging rolls and, of course, we are always happy to help those in need. God bless you and thank you for keeping this intersection true to its name! 😊 -Gina

👍👎👏 55 7 Comments 9 Shares

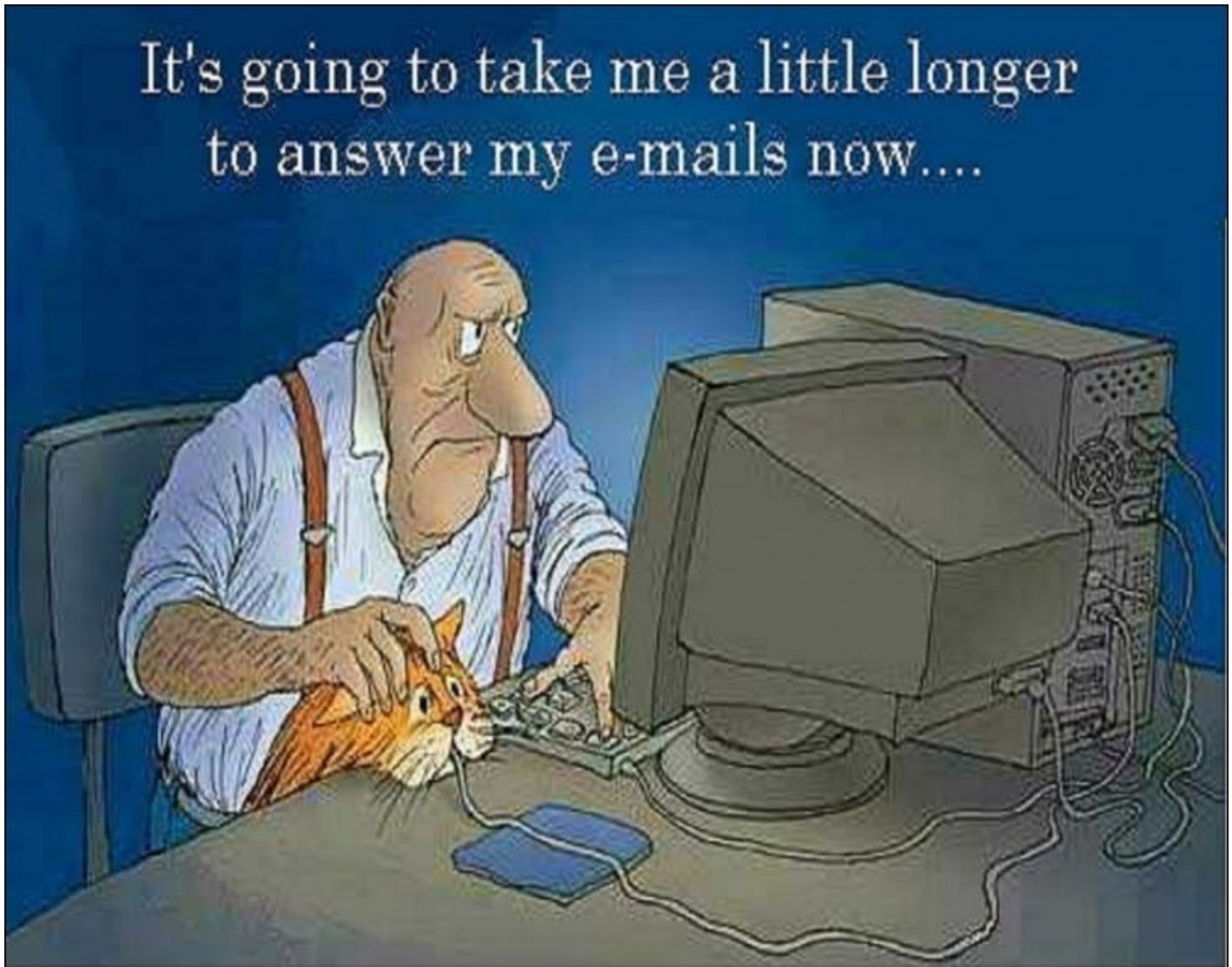






Always good for reference.

Jeff Spring may have figured out why I have trouble with the *Porthole* computer issues.



From Jeff Spring to relieve the boredom of self quarantine.

## Parts of a boat and sailing terms

D B I T L F K L I F E J A C K E T O K B Q G V R  
R L T D K E B M O O B R S H E E T C J T M H P F  
A R H I E E C J A E S C V S L T A S D P O A U B  
W S X L E A W T H L I G G K D D R A O B R A T S  
E H M W N R L A I L Q S F H Q L Y A T S D A E H  
E R V O P B E O Q U D K P D R A W D N I W E G T  
L O E X L D K B R H V Z S O K I R H J I B U I S  
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H D A D R Q B O K T A N L A O E Q N Q A L C P E  
V S C N D D B R Y A T S E R O F R M H E O T M R  
D Q K V T O H R D L D J B D X K K B R N S F O N  
A W S A C M O A D Z R E D D U R T Q O X U A S Z  
G P T Q V Q J N Y U P K E L D D A P Z A D N N L  
G S A K M V R I L D U X S E E C H V K W T L A N  
E K Y G N Z R I X L X B W D V P J Y O D A S R W  
R I M U G V N B V G W P J Y X D Q B F K G A T G  
B P D N T R O P R E H E L M S M A N E C W L L Q  
O P I W Y X L Q U V R X R Y D W Q M L E A I M K  
A E N A H P C O S X W R Y F I L S R R Y A A A T  
R R G L B S Z A U Q S W Y O O H L C T S A Y K Q  
D G H E P W D R A O B R E T N E C Q N N A C B K  
K L Y L P X F O R W A R D S U N O I K K M D H V  
B V F R U S D N I W B F K P C K A S Q R B S J T  
Z A B V D T S A M O W K C X L M W S X O H V N I

aft	backstay	boom	bow
cabin	canoe	centerboard	crew
daggerboard	deck	dinghy	forestay
forward	gunwale	headstay	helmsman
hull	jib	kayak	keel
lake	leeward	lifejacket	mainsail
mast	narrowboat	paddle	port
powerboat	river	rudder	sea
sheet	shrouds	skipper	starboard
stem	tiller	transom	windsurf
windward	yacht		

