



BROCKPORT YACHT CLUB

PORTHOLE

The Official Newsletter of the Brockport Yacht Club
Jim Balmer, Editor

byc2porthole@gmail.com



October 2021

COMMODORE'S CORNER



I'd like to thank you all for the support I've received as Commodore this year. We are ending the season with a dredged channel! Hopefully this

positions us well to deal with future water levels for the next several years. Long term we will push for Sandy Creek to be part of the REDI phase 3 program which includes maintenance dredging. This would allow us to concentrate our future dredging efforts on the basin alone. John Stevens is working several angles on a maintenance dredging permit that would allow us to deal with problem areas in the basin without busting our bank account.

Enjoy the upcoming holidays this year and see you at the club. I'm looking forward to the Saturday dock work parties which truly are both work and a party.

Ken Beghini, Commodore

VICE COMMODORE



Gas bills have been calculated and will be sent out soon. Please pay promptly.

Thank you for this club year a good

one. Even with the low water, the club flourished. And with the creek being dredged, next year hopefully will be even better. With that said, there is still work to be done, including closing the club and closing up the boat for the winter. There will be dock work parties as well. So please come down and lend a hand.

(Eric Grape, Vice Commodore)

REAR COMMODORE



Thanks again to all of you who have made the best of a low-water season. The club has looked great because of your efforts. Now we have to close it down and prepare for next season. For the club closing on October

30, please remember that, if you are concerned about Covid-19 infection, don't show up. Just let me know in advance in an e-mail. I have had some members already working on club closing activities during the week, so it's great that we're getting a head start. The closing is from 8 am to 12 pm with coffee, donuts and bagels served by the Social Committee throughout the morning. Again, please park up at the parkway and don't forget to bring the necessary tools as they pertain to your assigned job. Also, Joe Buzzard will need help building a barrier fence on the beach to prevent sand from blowing into our newly dredged creek. Shovels, pick axes, posthole diggers and augers will be needed.

On another note, please remember that we can not leave chargers, dehumidifiers, heaters, etc. plugged in down at the club when we're not there. The risk of a fire is too great and, if someone does plug in an unauthorized appliance, it will be unplugged. Also, if you haven't already done so, please make sure you have your jackstands chained. We have had boats fall over in the past into other boats when a jackstand has kicked out. See you down at the club!

(Rich Wiest, Rear Commodore)

FLEET CAPTAIN



Like burrs from the field that stick to your clothes, or a cousin that's overstayed his welcome at your house, it

seems Covid is in no hurry to leave. It's a

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 (on hold, see following)**
- ⇒ **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 prior to 6PM on the Sunday prior to the meeting

bycdinner@brockportyachtclub.org

CALENDAR

- **May 8 Boat Launch (postponed, low water)**
- **May 15 Club Opening**
- **May 30 Commodore's Review & Holiday Cocktail Party**
- **July 3 Holiday Cocktail Party (4 PM, bring a dish to pass)**
- **Club Cruise: Begins July 31**
- **Aug TBD Kids Sunfish Classes**
- **September 5 Labor Day Holiday Cocktail Party**
- **Saturday, September 18 Annual Corn Roast**
- **September 24-25 Haul Out**
- **Cancelled: October 28th Corn Beef Dinner & General Meeting**
- **October 30 Club Closing**
- **Nov. TBD Commodore's Ball**

shame that it's now nixed the annual corned beef and cabbage gathering, but the cancellation was a prudent decision by our commodore.

As you put your boat to bed for winter, keep an eye on yours and your neighbor's boat for any shifting/movement, and ensure jack stand chains are tight and secure.

Look for email(s) regarding dock-widening work parties after club closing on Oct. 30th.

(Todd Dunn, Fleet Captain)

SOCIAL COMMITTEE

It's been a GREAT year for social activities at the club this year but not so much for the water levels. I want to thank everyone on the Social Committee, particularly Jeff Spring, for your time and efforts in making each event successful for the club. The winter meetings will be at Foster's Restaurant in Hilton starting January 27th. More details in the future PortHole News Letters.

The Permanent List is still in effect so if you're not on it, email Jude to reserve a spot.

bycdinner@brockportyachtclub.org .

Jack & Jeff

SHIP'S STORE

The ships store is now on Facebook where you can see the items we have in stock. There's a link in the member's area on the BYC website.

<https://brockportyachtclub.org/new-members-area/member-resources/>

or on FB you can look for "Brockport Yacht Club Items" or use the link below.

<https://www.facebook.com/Brockport-Yacht-Club-Items-101515035471908>

Happy shopping and contact me via FB messenger or send an email to me with your size and color and quantity at: gshartman@juno.com

(Gary Hartman, Ship's Store)

TUESDAY BREAKFAST

The Grey Sailor's Breakfast at the Hilton Diner has resumed, with all of the necessary precautions in place. Please come for great camaraderie and great food!

PORTHOLE NEWS

This issue is dedicated to Larry Beneway for his continuing and seemingly countless contributions.

On behalf of the club, thank you Larry.

J. Balmer, editor

Remembering Dieter Hentschel

DIETER DONATIONS:

Dieter was a good friend to many and it is sad to note his passing. He loved the Club and sailing (as well as soccer, skiing and especially trains).

There was another love that few knew about. He was a strong advocate and volunteer for Meals on Wheels. He and Barb delivered meals to those in need for many years. He told me that his passion for the organization was due to the program helping his mother. Meals on Wheels assistance allowed his mother to stay in her own home for much longer than was otherwise possible.

So, to that end, if you wish to make a donation in Dieter's memory, please make it to Meals on Wheels.

The address is: Meals on Wheels

2180 Empire Blvd.

Webster, NY 14580

It will be well appreciated. Thank you.

Submitted by Dave Pulhamus

Family Friday Races

Get the kids or grandkids and come out for a fun relaxed evening race. No racing experience necessary. Easy race courses and starting format. Stick around after the race for some Pizza.

Highlights...

- Starting in late June and running through the summer
- Simple race format, no racing experience needed
- Pizza after the race

If you are interested please contact Robert Waugh.

Submitted by Rob Waugh

BYC Goes International

I just got back from a month long vacation in Spain & Portugal. I did Burgee exchanges with San Sebastian and Barcelona clubs and went to one in Lisbon to do the exchange. Low & behold I see our BYC flag already predominantly on display at the Associacao Navel Dr Lisboa (ANL). It is one of the oldest yacht clubs in Europe being established in 1856.

Who delivered it? Perhaps Dave Hale?

Submitted by Tom Guhl



BYC Burgee on display at the Associacao Navel Dr Lisboa (ANL), Lisbon, Portugal

USS Constitution (page 1 of 3)

Submitted by Brion Phelps

ONLY IN BOSTON

I grew up in a family of sailors. I have owned sailboats of varying sizes most of my life, and still do. As a product of this environment it did not take long before my attention began to focus on what most sailors consider to be the Holy Grail of sailing ships. She is the U.S.S. CONSTITUTION. Please take notice that I said "SHE.", small sailboats or a powerboat can be any gender that you wish but a full rigged ship is "A LADY."

In March 1794, Congress authorized the construction of six fast frigates. Each to be built at individual locations along the east coast. The U.S.S. CONSTITUTION as one of the six was completed and launched in Boston on October 21, 1797.

She was built at Edmund Hartt's shipyard, across Boston Harbor from her now permanent berth at the Naval Shipyard. Nearby were Paul Revere's home and the Old North Church. Paul Revere, a man of many talents, furnished much of the CONSTITUTION's copper and composition hardware, using his own formulas. These included bolts, rods and fastenings. Mr. Revere also supplied the copper sheathing for her bottom. Unlike some government contracts, her builder, Joshua Humphreys, specified that only the best materials be used. Consequently men were sent to scout the forests to find it. Tall pines were felled at Unity, Maine, dragged and rolled to sea and then towed to Boston for CONSTITUTION's masts. Live oak to make the hull came from three islands off the coast of Georgia, which the government purchased for the sole purpose of harvesting the trees for lumber. Other lumber came from the Carolinas.

Upon completion the U.S.S. CONSTITUTION became the pride of the fledgling UNITED STATES NAVY. Her exploits are legendary, immortalized in story and song. Her nickname "OLD IRONSIDES" helped secure her veneration as a premier U.S. warship and goodwill symbol for the next hundred years, well into the age of steam. Even Napoleon was aware of the CONSTITUTION and her contributions to the prowess of the UNITED STATES NAVY. In 1803 Napoleon anticipated Great Britain's troubles with the Americans. After signing the agreement for the Louisiana Purchase he said, "I have this day given Britain a maritime rival who will sooner or later humble her pride."

In the early 1900's CONSTITUTION lay in disrepair and was almost towed out to sea to be used as a target ship. She was saved by a nationwide campaign which brought in a deluge of small coins mostly from the nations school children. In 1941 she was restored to full commission and served as the flagship for the commandant of the First Naval District. In 1954 President Eisenhower signed legislation which gave the Secretary of the Navy the empowerment to repair, equip and restore the U.S.S. CONSTITUTION as necessary to maintain her in her original condition.

As the bicentennial approached in the early 1970's the realization of a tall ships regatta, was finalized. The U.S.S. CONSTITUTION figured to become the center piece of this celebration. To this end, CONSTITUTION went thru a five million dollar refit between 1973 and 1976. She emerged from her refit in bristol condition for her 1976 bicentennial duties. After the tall ships celebration Congress recommissioned to "OLD LADY" and ordered her to put to sea one day each year and the now famous turn around was initiated.

The Turn Around Ceremony takes place annually on the Forth of July. This maneuver has become one of Boston's most famous nautical events. Its primary function is to literally turn the ship around 180 degrees each year so that she will weather evenly on both sides. Theoretically she will eventually warp and weather unevenly, if she is moored in the same position indefinitely.

Because of the tall ships celebration held in my own community in 1976, I was totally unable to free myself of obligations which would have allowed me to go to Boston. In other words the City of Rochester, anticipating a manpower crunch, canceled all vacations and placed all members of the police department on stand by. I finally got my personal affairs in order in time to arrange for my attendance at the 1978 Turn Around Ceremony. The key to this vacation would be the ability to be on board the CONSTITUTION for the maneuver.

My local Congressman, as it turned out, sits on the board of directors for the Naval Academy. I went to his office and asked how I should go about getting on board the ship for the festivities. The Congressman responded by explaining his position with the Naval Academy and then said, "If I can't get on that ship, I guess no one can." About a week later, it came. In the mail was a Congressional Invitation to attend the Turn Around Ceremony aboard the U.S.S. CONSTITUTION.

I made the necessary lodging reservations and was off to Boston. I don't know exactly what I expected but after arriving at the waterfront, I suddenly realized that this event was a much bigger attraction than I had thought it would be. I was able to recognize several fairly important people in the crowd. To my amazement not all of them had the necessary invitations to board the vessel.

After boarding the ship my attention was drawn to a group of about twelve people. They were talking loudly and acted like they had been drinking. As I slowly headed in their direction, I was able to recognize the central figure in the group as none other than Senator Ted Kennedy. I remember thinking, this could get interesting, and it did. So I walked to the ships rail, some twenty feet away from the group and watched.

We eventually were pulled away from our berth by a tug. At that time CONSTITUTION had not sailed under her own power in more than seventy five years. During all of her refits it had been decided not to try to actually sail her, hence no new

sails were ever made. This trip was going to be made under tow only. As we got underway almost everyone moved forward along the deck in an attempt to observe our progress and determine what might be our possible destination. As the Senator and his group moved toward the bow, I followed being careful to stay within earshot. Now the Senator is not a tall man and the gunwales on the CONSTITUTION are almost six feet above the deck. The word gunwale is pronounced gunel and for all of you landlubbers out there it is the part of the ship where the deck and the topsides meet. The reason that this type of ship is built this way is to shield any on deck occupants from incoming gunfire. However it also makes it very difficult for a person short in stature to see anything without jumping up and down and attempting to catch a quick look.

So there was the Senator and his company, with half a load on, jumping up and down like a bunch of kangaroos, trying to see where we are going. It was quite a scene, that went on for almost ten minutes. About then the Executive Officer of the ship just happened to walk past, and the Senator started to get on his case. The Senator began to complain very loudly that the view is terrible and he can't see where we are going. The Exec listened for about ten seconds before he replied, "Senator Kennedy as you know we are a warship." He then turned and walked away.

Sailing on the CONSTITUTION was a boyhood dream come true. But watching the antics of Senator Kennedy made the experience totally unforgettable.

The U.S.S. CONSTITUTION "OLD IRONSIDES" is the oldest commissioned warship in the world.

LENGTH.....204 ft
LWL.....175 ft
BEAM.....43.5ft
DRAFT.....23 ft
DISPLACEMENT....2200 tons approx same as ww2
destroyer SPEED.....13.5 kn or 15 mph
SAIL AREA.....42750 sq ft...36 sails
the area of the sails is approx a sq acre
SHIPS COMPLEMENT.400 men,increased to 500
when the carronades were added

B.PHELPS
NOVEMBER 2005

The Everglades Wilderness Waterway: A Recommended Winter Adventure

In 1985 and again in 1994, I canoed the 99-mile wilderness waterway in Everglades National Park. This is a place where alligators and sharks share the same waters. Each trip was seven days in duration, including a rest day at Broad River. The 1985 trip was my first time alone in the wilderness. Every day on the water involved paddling against tides and wind. It doesn't need to be so difficult. With a small (eighteen feet or less) motor boat, you can do the trip from Everglades City to Flamingo in about 8 hours.

In my files, I still have the guide book, notes, packing lists and the three necessary nautical charts. After reading this article, some of you may wish to do the trip by boat. I am willing to loan my reference materials (except my notes) but be aware that failure to return them intact will cause me to publicly shame you!

I am writing this assuming that if any of you decide to explore the waterway, you will start at Chokoloskee Island. The island is a shell mound built by the Calusa Indians about 2000 years ago. It is 27 feet high and 144 acres. It is here that you may rent boats and park cars.

Planning is essential. This is a beautiful place but it is filled with hazards. If you decide to camp anywhere in the park, you need to register and reserve each site. I also would recommend that you travel in a small group of at least two boats. There is no cell service, no people, no fresh water along the route. A marine radio may be in order. Each time, I carried DEET, 11 gallons of water, more DEET and 10 days' worth of food along with DEET. You most probably won't need to carry that much but you should carry more than you think you need. On the plus side, each campsite has a chemical toilet and a picnic table.

As you head south from Chokoloskee Island you will turn east into Lopez River at marker 127. Soon after that, you will discover the Lopez River site where the foundation and cistern still exist. When I was there in 1994, I attempted to eat my lunch up on dry land but the mosquitoes drove me back out. Mosquitoes are abundant throughout the trip unless you are moving or in bright sunlight.

Another notable place to visit is the Watson Place, located off the main trail on Chatham River. This beautiful camp site was the homestead of Ed Watson, a prolific murderer. There are a few books on Ed Watson that describe his misdeeds. He was so feared by the locals that, in 1910, residents of Chokoloskee Island killed him as he stepped ashore. He was shot so many times that there was no way to determine who killed him. Nobody was charged and the residents slept easier.

Chatham river as well as most of the others are navigable for larger shallow draft boats. If you want more detailed information, send an email or call me. For the truly bored, I still have available a slide show that I put together and presented at Kodak and to the Adirondack Mountain Club.

Submitted by Jim Balmer



From the Membership Committee

Submitted by Bob Spencer; Membership Chair (repost)

This is the time of year when many members are considering their membership options moving forward. Below is the club policy regarding those moves. If you are choosing to resign your membership, please send an e-mail and let us know as opposed to simply not paying your dues invoice and making us chase you down.

Membership policies:

To remind members who may wish to go from Corporate Member to Senior Member, you must send either an email or hard copy mail to the membership committee requesting a change in status. Senior members may return to corporate membership if desiring to dock a boat at the club, by written request to the Membership Committee for approval.

Senior Membership:

Corporate Members who have been active members for ten years prior to the time when the sum of their years membership and age total 75, may make application to the Board of Trustees of the Club, to become Senior Members.

Senior Members may attend all regular and special meeting of the Club and vote on all matters except those pertaining to amendments of the Constitution and By-Laws, financial matters, improvements to Club property, or applications for membership.

Senior Members may not hold office or avail themselves of Club facilities maintained for the purpose of storing, launching or mooring boats.

Members wishing to resign membership shall do so by sending an email to the Membership Chairman expressing their intentions.

Please send emails to the Membership Chair Bob Spencer at robertspencer100@gmail.com.

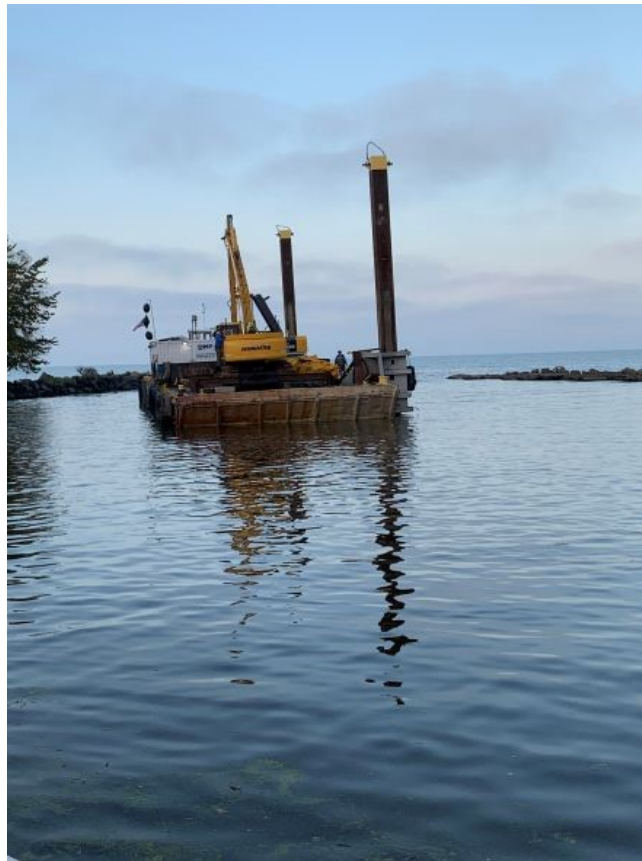
Also, a reminder that all boats 17' and larger must carry at least Liability insurance and a full Marine insurance policy is recommended. As some of you get your GEICO marine insurance renewal bills this year, you may gasp at the 30% increase in your policy cost. Shop around. I got a much better rate for the same level of insurance from a competitor. If you are going to race your boat, always make sure that racing coverage is included in the policy.

2021 Sandy Creek Dredging

Sandy Creek is one of approximately 20 channels flowing into the Lake Ontario's south shore and the St. Lawrence River that were targeted for dredging. This is part of New York State's \$300 million Resiliency and Economic Development Initiative. The creek now has a navigable depth of approximately 5 feet at low water!



Above photos submitted by Dave Pilhamus



Submitted by Dave Smith

FOR SAIL:

1978 O'Day 30

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.

\$8,500 or BO*

Tom Guhl 746-3737

tguhl22@gmail.com

Inflatable boat: Older with two chambers and OB motor mount. \$40 Contact Dave Pulhamus

dandmother@gmail.com



Polyethylene water tank out of Pearson 26 \$10 Contact Dave Pulhamus



26' Pearson Shirleyday

One owner boat
New sail, used two seasons
Fully battened Mainsail, Roller
Furling Jib
VC17 Bottom

\$4000

Contact Les Ulp (585) 415-9588

2 5- GAL Diesel fuel cans. Like new. \$15.00 each.

Call Dave Schantz 723-0760



Inflatable boat and 8 Hp Mercury tiller shift outboard motor.

Boat has floorboards and cover. Manuals for both.

\$800

Contact Dave Pulmus

dandmother@gmail.com



Pearson 26 Rudder: \$25

Contact Dave Pulhamus



Spinnaker Pole for 26 ft boat.

\$120 or make offer.

Send text to 585 727-5680 for more info.

If your ad is no longer viable, please let me know so that it can be removed. Thanks.

2005 Laser Sailboat For Sale

Full & Radial Rig
Race Ready
Dolly & Trailer
\$5,500



2005 Laser haul # 183726 in mint condition. One owner took immense pride in the upkeep of the boat. Stored indoors for winter. Minimal use due to chronic illness. Standard & radial rig, 2 full rig sails (1 race ready with numbers) and 1 radial sail, high performance lines, rooster anti-tangle mainsheet, blade bag, blades in excellent condition, top cover and bottom cover (covers are worn), dolly with spare wheel, and trailer. The trailer needs new wiring. Reach out with questions.

Contact Jason Evans at 585-857-0837 or jtevens16@gmail.com



Ship's Store

Clothing

Hats	\$20.00
Hoodies	\$20.00
Sweatshirts	\$16.00
Tee Shirts	
Long sleeve	\$10.00
Short sleeve	\$8.00

Decals

Boat	\$5.00
Auto	\$1.00

Burgee **\$24.00**