



BROCKPORT YACHT CLUB

# PORTHOLE

The Official Newsletter of the Brockport Yacht Club

Jim Balmer, Editor

byc2porthole@gmail.com



March 2022

## COMMODORE'S CORNER



In typical western New York fashion we are slowing transitioning to spring and a couple of BYC boats at Oak Orchard have already make an early launch.

We have over 7-feet of depth in the channel and the lake level is 1 foot above the average water level for this time of year. The forecast is for a slightly higher than average lake level at least until mid-July and the probability of flooding looks low. Mother Nature has thrown us several curve balls recently but I'm going to be an optimist about the boating season this year.

As you all know Dieter Hentschel left BYC a very generous gift from his estate. The e-board will be actively soliciting ideas on how to make a meaningful improvement to the club with these funds and honor Dieter. There are several good ideas out there right now; various forms of a "Dieter Deck" or perhaps a new Galloping Goose Committee boat. The e-board will come up with a formal way for the membership to review the ideas over the next several months. See you at the club.

Ken Beghini, Commodore

**Editors Note:** See accompanying weather forecast on page 3.

## VICE COMMODORE



It is hard to believe, but we will once again be putting boats back into the water in a little over a month from now.

Hopefully the lake levels will cooperate this year! As of now, the lake level is about a foot above aver-

age, so yes, a bit high, but not overly so.

The Long Term Committee is continuing to look at dredging the basin. Development of the soil sampling plan for the DEC is the next step in a long process.

The Race Committee plans to meet in early April to lay out the traditional racing program for the upcoming season and also make arrangements for getting trophies finished up from the season before last (last year being cancelled due to the low water).

Eric Grape, Vice Commodore

## REAR COMMODORE



Happy Spring 2022, BYC! As we all emerge from our winter slumbers, please be aware of a few things. Garbage pickup for the club dumpster will resume after April 1.

If you see any detritus or garbage around the club premises (with the exception of the plastic locker that we'll be rebuilding), please feel free to place it in the dumpster. Also, please remember that the bathrooms are still closed but that the on-site Porta-Potty (also Known as the "Rear Commodore's Office" :o) is accepting "visitors" through club opening in mid-May. The cinder blocks inside of it are to keep it from blowing over in our recent heavy winds. Note to any former Army Rangers in the club; these blocks are NOT to be used as toilet paper.:)

Finally, please make sure you pick up after yourself if you decide to celebrate the arrival of Spring with a beer/cigar get-together around your boat or a small animal sacrificial ceremony. Same with painting the bottom of your boats, etc. Cans, paint brushes, fur pelts, etc. are welcomed in the dumpster.

## 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 prior to 6PM on the Sunday prior to the meeting**

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

## CALENDAR

- **May 7 Launch**
- **May 14 Club Opening**
- **May 28 Dock Sale**
- **May 29 Holiday Party - Memorial Day**
- **July 3 Holiday Party - 4th of July**
- **1st Week August – Club Cruise**
- **August 6 BYC Pirates Day**
- **August 13 Land Yacht Party and Pig Roast**
- **TBD August Kid's Sunfish Sailing**
- **September 4 Holiday Party – Labor Day**
- **September 17 Corn Roast**
- **October 7 - 8 Haul Out**
- **November 5 Club Closing**
- **TBD Commodore's Ball**

There is electrical power in the sockets along the western fence and I will try to bring down some extra outlets for members to plug their cords into. As soon as the threat of frost subsides, we'll try to get the water turned on. This should be around mid-April. The parking lot is pretty wet from the winter snow melt, so you might want to bring a pair of boots. That's all for now. See you down at the club!

Rich Wiest, Rear Commodore

### **FLEET CAPTAIN**



. Things, including the lake level, are looking up. The Army Corp. is currently forecasting above-average levels

through mid-June, and slightly lower than average for the remainder of the summer. We should be fine for Launch, slated for Sat., May 7th.

At this writing, I'm happy to report that no member is on the wait list for a dock. The same is true for club lockers. If you're unsure which dock is assigned to you, please contact me. As always, there will likely be some pre-launch shuffling, but all members wanting a dock will have one.

A work party to adjust/stabilize a few docks and to remove aluminum posts (used to attach fender boards) at some creek-side docks is scheduled for Sat., April 16th starting at 9:00 a.m. If necessary, we'll finish up the following Saturday. A reminder email will go out about a week prior. Be on the lookout for announcements of future work parties to install the wooden U-shaped trough to support new electric cables feeding the basin docks.

(Todd Dunn, Fleet Captain

### **SOCIAL COMMITTEE**

The March 31st meeting will be at Fosters with the usual Agenda and merri-ment. Budget passed so let's get down to some sailing fun. If you're on the Permanent List you don't have to do anything just come. If you're not on the list and want to reserve a dinner, you need to email Jude Eichus at

bycdinner@brockportyachtclub.org by Sunday evening March 27. If you're on the list but will not be coming, let Jude know so we can cancel your dinner. See you there.  
Jack & Jeff

### **SHIP'S STORE**

The ship's 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](mailto:gshartman@juno.com)  
(Gary Hartman, Ship's Store)

### **TUESDAY BREAKFAST**

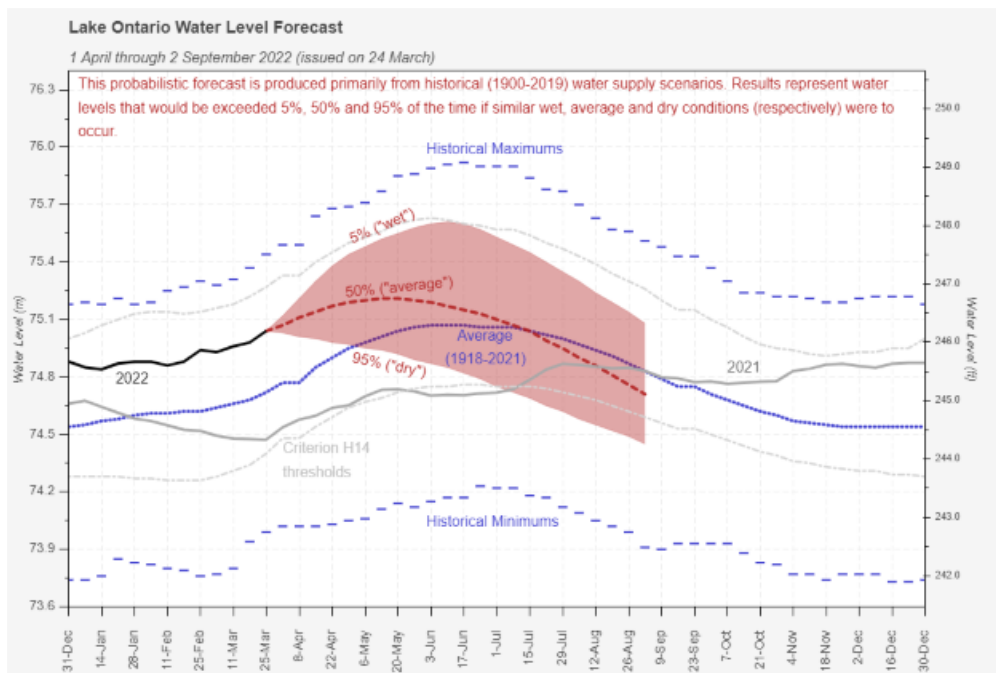
The Grey Sailor's Breakfast at the Hilton Diner has resumed, with all of the necessary precautions in place. Please come for great camaraderie and great food!

### **PORTHOLE NEWS**

This issue is dedicated to Lynn Keenan. Lynn's fingerprints are all over the club where he gave his time, efforts and amazing skills for the future of the club. Having spent so many years on the road, I am especially grateful for all the countless times he watched over our boats and made sure they were safely tucked away for the winter.

On behalf of the club, thank you Lynn.

J. Balmer, editor



Submitted by Ken Beghini

## DOCK SALE

Don't toss those boat parts or nautical items away with your spring cleaning, save them for the BYC Dock Sale and maybe get some money for them. Memorial Day weekend there will be a Dock Sale Saturday thru Monday on the west Porch of the club. Bring your used cleats, pulleys, life jackets, fenders anything nautical that you don't use anymore but might be someone else's treasure. Instructions will be posted. Tags will be available. See Jack Evans with questions.

## Sunfish Lockers

Now that the weather is heading in the right direction and the snow piles are gone this would be a great time to get down to the Sunfish racks and take a look at your equipment.

Submitted by Jason Evans

## SCIENCE KNOWLEDGE

Stuff you should know, but don't know why; from the Times of Wayne County.

There are 150 BILLION red blood cells in one ounce of blood. The human body manufactures 17 MILLION red blood cells per SECOND!

If you put all the DNA molecules in your body end to end. The DNA would reach from the Earth to the Sun and back over 600 times (100trillion times 6 feet divided by 92 million miles).

Every human being shares 99.9% of their DNA with every other human.

You share 98.7% of your DNA with chimpanzees and bonobos, 60% of genes with fruit flies, and 2/3 of those genes are known to be involved in cancer.

Submitted by Dave Pulhamus

## 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](mailto: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.

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## Brianna's Law: Required Boating Safety Certification

Submitted by Dick Olson (repost)

Below are the requirements to operate a boat with a motor (any kind of motor) in New York State. The course is easy to find online and many places offer it for free or cheap online or in person.

You have to be at least 10 years old to operate a motorboat in New York or 14 to operate a personal watercraft, such as a Jet Ski.

Below is a table showing when you must have it. Note that in 2025, the table goes away as everyone must have one. Most insurance companies will give you a discount on your boat insurance if you prove you have had the course. I

Under NYS law, known as Brianna's Law, all motor boat operators:

Born on or after Jan. 1, 1993 will need a boating safety certificate beginning in 2020.

Born on or after Jan. 1, 1988 will need a boating safety certificate beginning in 2022.

Born on or after Jan. 1, 1983 will need a boating safety certificate beginning in 2023.

Born on or after Jan. 1, 1978 will need a boating safety certificate beginning in 2024.

All motor boat operators regardless of age will need a boating safety certificate beginning in 2025.

You can have this license added to your NYS Driver's License when you renew.

# The Secret Life of the Automatic Electric Bilge Pump

By Bob Spencer, Retired Marine Surveyor

Fact of life with electro-mechanical gadgets: “Everything works right up to the moment it doesn’t”.

You go to bed one night and turn off the hall light. You get up early the next morning, flip the switch and....nothing. The bulb has burned out. But it was working the last time I threw the switch, you say. This is a prime example we have all experienced.

The ABYC (American Boat and Yacht Council) industry standards, define the purpose of a bilge pump as “a device for the removal of NUISANCE water from a vessel”. Nuisance water is defined as rain water, wave splash, wet swimmers and gear and minimal drip from a properly adjusted drive shaft packing gland (stuffing box). The bilge pump or pumps in recreational boats are not intended to keep a boat afloat. A malfunctioning bilge pump is NEVER the primary reason a boat will sink. Water entering a boat is the primary reason a boat will sink. To be concise, a boat should not be leaking copious amounts of water into the vessel. If the bilge pump is cycling frequently, it is because there is a leak requiring repair ASAP.

An automatic electric bilge pump system is comprised of many potential problem causing components. First you have the electric pump. Debris can get caught in the impeller and jam the pump, causing the pump to burn out. Whether internal in a pump such as a Rulematic® or external (wired in line), there is a float switch. Float switches are notorious for failing due to many reasons such as bilge sludge, the float chamber being compromised, or something in the bilge coming in contact with the float preventing free movement.

Both the pump and the float switch are electrically wired to the boat's 12 volt system. The pump system wiring can fail due to corrosion at any wire connection, or a blown fuse in the electrical panel. There can also be an electrical failure due to a discharged battery. A battery can become discharged due to excess cycling of the bilge pump due to a leak in the boat somewhere, or the owner accidentally left a light on when they left the boat. A battery can become weak and discharge due to a lack of charging or a charging system malfunction. Many boaters actually start the season with an old nearly worn out house battery to which the bilge pump is connected. If the starting battery is starting the engine, owners often pay little attention to the house battery.

Often on the electrical panel is a three way bilge pump switch with positions for Manual, OFF and Auto. If an owner sets the switch to OFF instead of Auto, they disable the automatic operation of the bilge pump while they are off the boat.

Then there is the water discharge hose. These hoses are often a plastic corrugated hose connected from the bilge pump, to a through-hull fitting in the hull. These hoses frequently split and essentially the bilge pump starts simply recirculating discharge water within the boat. The water path is bilge to hose, to split, discharging within the boat and back to the bilge. The plastic through-hull fittings also crack over time and often the head breaks off from the stem to which the hose is connected. This leads to an open hole in your boat to let water in, often with catastrophic results (sinking).

To head off trouble, test the pump and float switch several times during the season to ensure the system is operational. If the pump is not operational, find the problem and fix it. Before launching the boat, take a flashlight and inspect all the plastic through-hull fittings internally for cracks (look into the hole). If cracked, replacing it before launch is easier than at the dock and certainly better than waiting for the through-hull to fail completely. Trace the bilge pump hose as best you can while pumping water through it looking for leaks. If the hose is split, replace it.

Ensure the battery that the pump is connected to is up to the task and is charging properly from whatever source you use to charge it (engine, battery charger, solar panel). A battery is still viable when it is producing 80% of its rated CCA (Cold Cranking Amps) output found on the label. Amps and Volts are not the same thing. If a fully charged battery (12.6 volts) is producing significantly less than 80% of its CCA rating, it is failing and should be replaced if you want to depend on it. The final word on bilge pumps is, do not depend on the pump to keep your boat afloat. If there is a leak on the boat from a failed hose, improperly adjusted shaft packing gland, split in an IO bellows (if the boat is an IO drive), leaking seacock, loose hose clamps, FIX the problem. As the famous Murphy's Law states, If something can go wrong, It will go wrong and probably at a most inopportune time. Proper boat maintenance will go a long way in lowering Murphy's odds. Manual bilge pumps, as often found on sailboats are also subject to hose and through-hull failures and as these are diaphragm pumps, often the rubber diaphragm is dry rotted and split requiring repair or replacement. Don't forget to test these manual bilge pumps before you need them. Like everything else on a boat, the bilge pump system requires monitoring and maintenance.

## BoatUS: New U.S. Coast Guard Fire Extinguisher Regulation Effective April 20

ANNAPOLIS, Md., Feb. 15, 2022 – A rite of passage for every boater is the annual spring commissioning. Newly added to the boat owners to-do list this spring will be to check all disposable (non-rechargeable) fire extinguisher dates of manufacture, as well as the label for their U.S. Coast Guard classification.

That's because a new U.S. Coast Guard regulation beginning April 20 for disposable fire extinguishers mandates a 12-year expiration date from the date of manufacture. Boaters can find the manufacture date stamped into the bottom of the bottle or near the UL label. This may be two or four digits — if it is two, as in 08, that means 2008. Additionally, while the new regulation does not change the type (U.S. Coast Guard-rated) or quantity or requirement for USCG approved fire extinguishers aboard, it does specify the minimum Underwriter Laboratory (UL) classification of extinguishers to be carried aboard certain vessels — depending on the boat's model year.

This is the result of phasing out older “B-I” and “B-II” labels for newer “5-B” “10-B” and “20-B” extinguisher classifications. The number in this new rating refers to the size in square feet of the potential fire the device is suitable to extinguish and not the exact weight of the dry chemical inside the bottle.

Vessels on the water today that are less than 26 feet and model year 2017 or older may continue to carry older, dated or undated “B-I” or “B-II” disposable extinguishers. However, when they are no longer serviceable or have reached 12 years of age since manufacture, they must be replaced with newer class “5-B” or greater extinguishers. Boats less than 26 feet and 2018 model year or newer must carry unexpired “5-B” “10-B” or “20-B” fire extinguishers. Having older “B-I” and “B-II” types do not meet the new carriage requirements.

Many retailers today offer “10-B” class fire extinguishers, which may be a good choice as they exceed U.S. Coast Guard minimum carriage requirements for boats under 26 feet, while at the same time giving boaters more extinguishing coverage. For boats 26 feet or greater, however, having one “10-B” aboard does not equal two 5-Bs. Only a “20-B” classification meets the requirement to carry two “5-B” extinguishers. For a look at how many and what type of fire extinguishers are needed aboard all recreational boats up to 65 feet, go to [BoatUS.org/Fire-Extinguishers](http://BoatUS.org/Fire-Extinguishers).

BoatUS strongly recommends going beyond the regulation's minimum requirements. The results from a Foundation-sponsored boat burn showed that one extinguisher may give very little time to make an emergency call or potentially prepare to abandon your vessel.

BoatUS also notes that most U.S. Coast Guard disposables on the market today carry at least a dual B:C rating, able to douse both liquids and electrical fires, and some boat owners wisely prefer triple rated A:B:C extinguishers, adding a third protection for combustible fires.

To be serviceable, a portable extinguisher must have a pressure gauge indicating an operable range, lock pin firmly installed, clean discharge nozzle, and no significant corrosion or damage. Some more recently manufactured portable fire extinguishers aboard boats today may carry both old and new labeling, for example, having simultaneous “B-I” and “5-B” classifications.

There are no changes to rechargeable or fixed-mount (i.e., engine room) extinguisher regulations. They continue to require regular maintenance and servicing, typically done annually by a technician.

“This new U.S. Coast Guard expiration date regulation aligns with the 12-years recommended by the National Fire Protection Association,” said BoatUS Foundation Assistant Director of Boating Safety Ted Sensenbrenner. “We expect that the U.S. Coast Guard Auxiliary and United States Power Squadrons vessel safety check program will soon include this new regulation as part of their free, no-penalty vessel exams. Because this change affects a critical piece of safety equipment aboard your boat, we also expect the U.S. Coast Guard will initially focus on education. You may want to start checking extinguishers now while your boat may be ashore this winter.”

Sensenbrenner adds, “Also take a look now to ensure your fire extinguishers are readily accessible. You can buy only the bracket if you don't have one and mount your extinguishers where they need to be — at points of egress, at the helm, and near the engine and fuel supply. Burying them in the bottom of a compartment ensures they will be hard to reach when you need them the most. Familiarizing yourself with the PASS method (Pull, Aim, Squeeze, and Sweep) will prepare you for fighting a small fire aboard.”

For more information on the new requirement, as well as frequently asked questions and an infographic, go to [www.uscgboating.org](http://www.uscgboating.org).



## Florida Dreamin’



Finding ways to entertain visitors from the frozen north in southwest FL when the weather is anything but sun and sand can be a challenge. But when your guests are also Catalina sailboat owners, there is a great option just up the road in the St Petersburg area – the Catalina Yachts factory! We had never been before either, so we were all eager to see where the newest Catalinas are born.

Catalina Yachts is a venerable boat designer/builder with a reputation as the “Chevy” of the sailboat world – not the fastest, not the fanciest, but solid, reliable, and forgiving in challenging seas. They started in California in 1970 with the C22 swing keel (our first boat together!) and for a while had facilities in both CA and FL; they recently consolidated all manufacturing in the FL facility. As we and our guests know Catalina to be a production boat, we expected a modern, automated manufacturing facility. Not so much.

In fact, most of the facility is actually the old Morgan yacht manufacturing plant – Catalina bought Morgan in 1984. And while they have added 90,000 square feet to the facility, much of the work is still done in the old buildings. Note the plural – the facility is actually “facilities” with eight buildings spread over 26.5 acres. The buildings are all open at the ends for ventilation.

Our tour guide, Warren Pandey, has clearly been immersed in boat building for many years (or has a prodigious quick-study ability!) As he led us through, he was able to give us really detailed descriptions of what we were seeing and he had some great stories along the way.

The first thing that struck us was that the boats under construction are not on an assembly line. Each stage of the process is in a different building and the work is largely done by human hand, not by robots. Typically, there are 55 boats of all different sizes in some phase of construction on any given day and we were able to see many of the stages. We were able to see how the interiors of the boats are

completely finished before the top/decking goes on. And it was interesting to see how the water line is built right into the molds so it is fixed before it comes out.

We weren’t allowed to take pictures inside the manufacturing facility, but were able to get a shot of us with one of the fresh-off-the-line boats that we would have loved to bring home with us. It’s amazing that such a pristine perfectly shiny boat could come out of the grit of a manufacturing plant. Florida Dreamin’ on Such a Winter Day.

Submitted by Trish Brantingham

## **And the Winner Is:**

AWOL (Ed Vorbach). Launched and rigged March 18. Headed to BYC soonest!





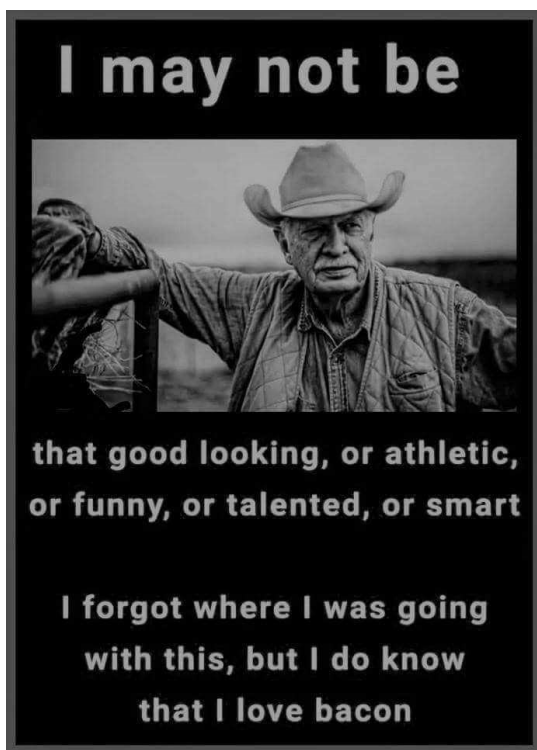
## From the desk of Jeff Spring

Looks like a creek log has tied up in Tim's new Dock. Hope we have a REMEDY to fix this.



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## The Editor's Corner



**When I was young, I was poor. But after years of hard work, I am no longer young.**

## Items For Sail

(Page 1 of 3)

Please note: If your ad is no longer viable, please notify the editor so that it can be removed.

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### 2 5- GAL Diesel fuel cans.

Like new. \$15.00 each.  
Call Dave Schantz 723-0760



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### Inflatable boat

Older with two chambers and OB motor mount. \$40 Contact Dave Pulhamus  
dandmother@gmail.com



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### Polyethylene water tank

Out of Pearson 26  
\$10 Contact Dave Pulhamus



### Inflatable boat and 8 Hp Mercury tiller shift outboard motor.

Boat has floorboards and cover.  
Manuals for both.

\$800

Contact Dave Pulhamus  
dandmother@gmail.com



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### Spinnaker Pole for 26 ft boat.

\$120 or make offer.  
Send text to 585 727-5680 for more info.

### Pearson 26 Rudder: \$25

Contact Dave Pulhamus



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### FOR SALE CONTINGENCY

(Name of boat, not type of contract!)

1992 Catalina 28, Wing Keel 3' 10" Draft

Lots of "stuff"

Contact Dick Olson for details -  
rolsonesq@gmail.com

\$22,000.00

## Items For Sail

### (Page 2 of 3)

Please note: If your ad is no longer viable, please notify the editor so that it can be removed.

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#### For sail: 1975 Sabre 28 MK I with Atomic 4



More pictures can be viewed here: <https://photos.app.goo.gl/hbuZc1m3aiymG5J29>

More pictures coming soon!

- Fresh Water, Always used on Lake Ontario
- Factory 3' 10" shoal draft
- Interior cushions all replaced 2005, Blue Sunbrella fabric
- Wheel steering
- Harken Roller Furling
- New Quantum mainsail in 2016
- 2008 Haarstick 150% Genoa, serviced 2016
- Older Haarstick 130% jib
- 2007 Dodger
- White Cockpit cushions
- Depth, speed, and wind gauges
- New 12 gallon waste tank and lines 2013
- New 2013 VHF radio
- New Moyer Marine Water pump and quick change impeller 2014
- Rebuilt oil pump, new plug wires, and coil 2015
- New Moyer Marine oil regulator 2010
- New engine temp & oil pressure gauges 2010
- Racor water separator
- Bottom redone 2009
- VC-17 antifouling paint annual application
- Original Sales Brochure <http://www.sabreyachts.com/pdf/S28-Series-1.pdf>

Asking \$8,000

Available to view by appointment

Currently at Brockport Yacht Club, will be launched May 2022

Contact: Mike Koelemay 585-738-4484 or [koelemay@gmail.com](mailto:koelemay@gmail.com)

#### Foul Weather Jacket and Bib overalls.

Like New. \$110.00 both or Jacket \$75 Overalls \$45

Contact Dave Schantz 723-0760



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Lighter weight foul weather jacket and overalls. Size large in great shape.

\$80 both or Jacket \$55. Overalls \$35.

Contact Dave Schantz 723-0760



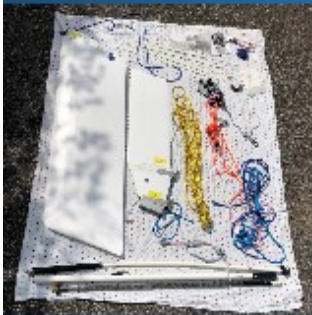
## Items For Sail

(Page 3 of 3)

Please note: If your ad is no longer viable, please notify the editor so that it can be removed.

# 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](mailto: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
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