



BROCKPORT YACHT CLUB

# PORTHOLE

The Official Newsletter of the Brockport Yacht Club

Jim Balmer, Editor

byc2porthole@gmail.com



August 2022

## COMMODORE'S CORNER



Unfortunately haul out will come a little early this year but we've managed to pack in more events and activities than we have in many

seasons. The Commodores Banquet and Award Ceremony is back this year too. It will be held on 11/19 at a new venue, the West Creek Lodge, on Manitou Road. I'll get a sign-up sheet going in September with the details. In the meantime, the Labor Day party is just around the corner. Hope everyone will be able to get down to the club and enjoy the last few weeks of summer.

See you at the Club,

Ken Beghini, Commodore

## VICE COMMODORE



Hello everyone! My three month work assignment to Australia is complete and I am back in Rochester. I was at the club yesterday and

was happy to see the club looking great, except for the water level. I even got to go out sailing (thank you Kevin Reitter) which I did not get the time to do in Australia this time around, although I did some boating there. I look forward to getting back to the day to day club activities as haul out is quickly approaching.

I will have pictures on display from my dives and snorkeling at the Great Barrier Reef at the General Membership meeting this coming Thursday. I look forward to seeing you there.

Eric Grape, Vice Commodore

## REAR COMMODORE



The Lake water level may be dropping, but member improvements to the club keep rising. Thanks to Bob Spencer and the members of his work party for renovating the sun-

fish lockers in the hot August sun. They look great! And thanks to Iron Glenn Brower for completing the welding of the new weather station on the jetty and making new rails for the cupola. Bob Bochor-ski and Kevin McCarthy continue to work on the cupola and hope to have it completed in the near future. Preliminary estimates for raising and leveling the club have been conducted for future general membership discussions on whether this is something that we want to pursue. Rotated boards have been replaced on the porch (thanks, Jeff Spring) and new propane grills (again, thanks, Jeff!!) have been purchased for future club use. More improvements coming. Thanks for all of your efforts. Stay tuned.:)

Rich Wiest, Rear Commodore

## 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**

## **FLEET CAPTAIN**



Haul out is scheduled for Friday, Sept. 9 & Sat. Sept. 10. Eric Grape has graciously agreed to coordinate the

event as I'll be out of the country, returning late that day. If you have changes/issues, please contact Eric.

The CP. Ward crane will move into the club parking lot during the afternoon on Thursday, Sept. 8, and will be ready to make the 1st pick at 7:30 a.m. on Friday. If your boat is being hauled, please plan to help out all day, **beginning at 7:15 a.m.** The same holds for Saturday's hauls. Keep an eye on your email for the list of haul-day work assignments.

If you have a cradle, it would be helpful if you attended the cradle unstacking "party" on Sunday, Sept. 4 at 10:00 a.m. Dave Pulhamus will bring his tractor with forks to help free up the cradles. It shouldn't take long.

The mast racks will be located on the east side of the clubhouse in an effort to free up more storage space in the parking lot.

Please be safe at haul-out. Despite the early haul for many in the club, it's been a great summer for boating.

(Todd Dunn, Fleet Captain)

## **SOCIAL COMMITTEE**

Jeff and I want to thank members of the Social Committee and everyone else who helped pull off the Pig Roast and Classic Car show this year. Perfect weather, lots of roast pig and side choices along with some beautiful cars, trucks and motorcycles. We had 103 members participate and I'm sure everyone had a good time. The August meeting will be 8/25 so please respond to [bycdinner@brockportyachtclub.org](mailto:bycdinner@brockportyachtclub.org) by 8/21 if you will not be coming and are on the Permanent List or if you are not on the Permanent List and want to attend and have dinner. SPECIAL DESERT this month, Pie-al-la-mode.

**NOTICE:** "Cans for Kegs" (and anything

for the good of the club) is still in effect. Please deposit those 5 cent cans and bottles into the Can/Bottle Recycle Bin - WEST side of the porch, or bagged behind the Race Shed.

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. 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>

BYC shirts, hats, burgees and other items will be available the Memorial Day picnic on Sunday. Bring your cash and do some shopping! If you can't make the party, call me and we make arrangements. Gary Hartman. 208-3764

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/MEMBER RECOGNITION**

I nominate Bob Spencer for member of the month! His tireless efforts and guidance in refurbishing and refitting and repainting and reroofing the Sunfish Lockers has been an Herculean task that he masterfully accomplished for the betterment of the Club.

Close second is Matt Keene for his Sunfish racing program.

Dave Pulhamus

## **FRIDAY NIGHT RACING**

Friday night races continue, despite conditions not always working out in our favor we have gotten several races off

and eaten a good bit of pizza. The races will keep going to the end of August. Come out and join us for some relaxed racing, pizza and good company. We have started to use the sports engine app, if you would like to be added to it let me know. If you have any questions please feel free to ask.

Rob - [robandbeth1010@gmail.com](mailto:robandbeth1010@gmail.com)

**RYC Sunset House Hospice Race**  
**Another First Place For Bob Burkhardt and Pohono**



Todd Dunn is at the helm. Skipper Bob is in the foreground.



Bob Burkhardt and Dave Smith display the first-place award.



Bob in his "serious" look..



RYC Sunset House Hospice Race was held August 20, 2022. Bob Burkhardt and his Pohono crew took first in Genoa only second fleet. This has been a great summer for Bob. Last month Bob Burkhardt and Joe Buzzard took first place in the Henri Invitational Cup, also on Pohono (see the July issue). All photos submitted by Dave Smith.

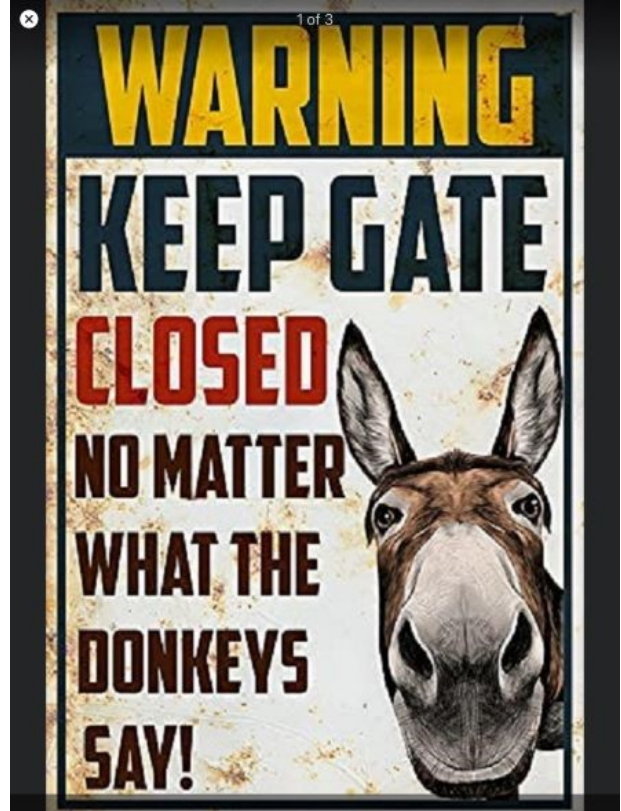


### Why we need to keep the gate closed

The wife of a club member recently sent me pictures of two people riding into our club on their motorcycle and just sitting down on our benches. She didn't see any other members around and felt uncomfortable approaching them, so she left, closed the gate and locked it. There are a lot of problems in play here, but they all could have been avoided had someone closed the gate upon leaving or, seeing the gate open, walked over and closed it. For the sake of member safety, protection of club property and member boats, PLEASE keep the gate closed at all times. Submitted by Rich Wiest



Photo submitted by Rich Wiest



Submitted by Dave Smith

## Member-Submitted Photographs



Jeff Spring Flying The Chute

Submitted by Ted Halsey



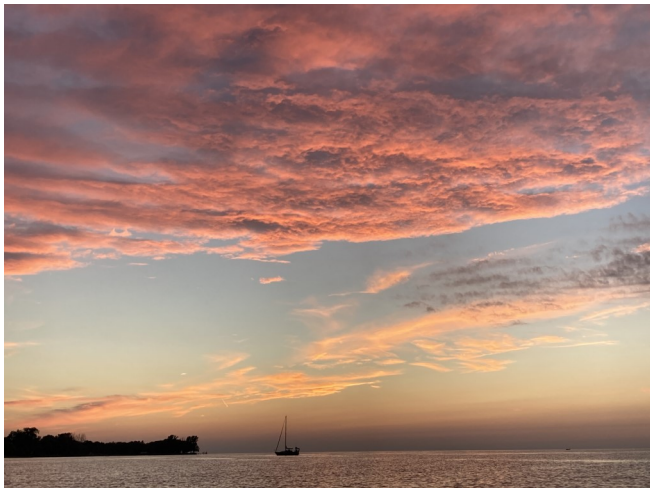
Dave Pulhamus on Pohono

Submitted by Dave Smith



Glenn Brower flying high

Photo credit: Dawn Brower



A Friday Sunset after the family races.

Credit: Jeff Spring



## More Member-Submitted Photographs



Club member Cheryl Wiest would like to know if this “boat” is too big to put in our club basin. Questions like these keep our fleet captain up at night.

Photo credit: Rich Wiest



After a hard day working on the club cupola, club design mastermind Bob Bochorski and carpenter extraordinaire Kevin McCarthy decide to take Bob’s Catamaran out for a relaxing spin down at the club.

Photo credit: Rich Wiest



Tim Maynard Sailing into the sunset.

Photo credit: Ted Halsey

## **A Blast From the Past**



**Oct, 2018, we were saying good bye to the Bla Bla tree.**

**Submitted by George Bremner**



## 2022 Annual Pig Roast and Land Yacht Show

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The 2nd Annual Pig Roast and Land Yacht show was held Saturday, August 13th with 103 members and family attending. The weather was perfect. Most of us ate way too much. Photo credits: Jeff Spring.



## 2022 Annual Pig Roast and Land Yacht Show

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Emily Grape gets ready to award the "Vice Commodore's Prize" on behalf of her son, Eric, at the 2nd Annual Commodore's Land Yacht Review on August 13. In honor of Eric being away in Australia, the prize for winning was Foster's Australian Beer and "Grape" Vodka. To be drunk at home and not behind the wheel of a car. :) Submitted by Rich Wiest.



BYC club guest Dave Mack and his trophy wife, Gloria, show off the Rear Commodore's Award in front of their winning entry. Submitted by Rick Wiest.



Submitted by Jeff Spring

## Wednesday Night Races, August, 2022



Photo Credit: Ted Halsey



Photo Credit: Jim Forger



Photo Credit: Jim Forger



Photo Credit: Jim Forger



**BYC Sunfish Racing**  
**(Big Kids in Little Boats)**



Photo Credit: Jeff spring



Photo Credit: Jeff spring



Photo Credit: Ted Halsey



Photo Credit: Jeff spring



Photo Credit: Jeff spring

## BYC Kids Sunfish Camp, August, 2022

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Photo credit: Andy Ruestow



Photo credit: Dave Hale



Photo credit: Dave Hale



Photo credit: Dave Hale



Photo credit: Dave Hale



## BYC Kids Sunfish Camp, August, 2022

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Jason Evans teaches the finer points of sailing to the next generation of BYC sailors during the club's Sunfish Sailing Camp on August 12-13.

Photo credit: Rich Wiest



Photo credit: Dave Hale



Photo credit: Dave Hale

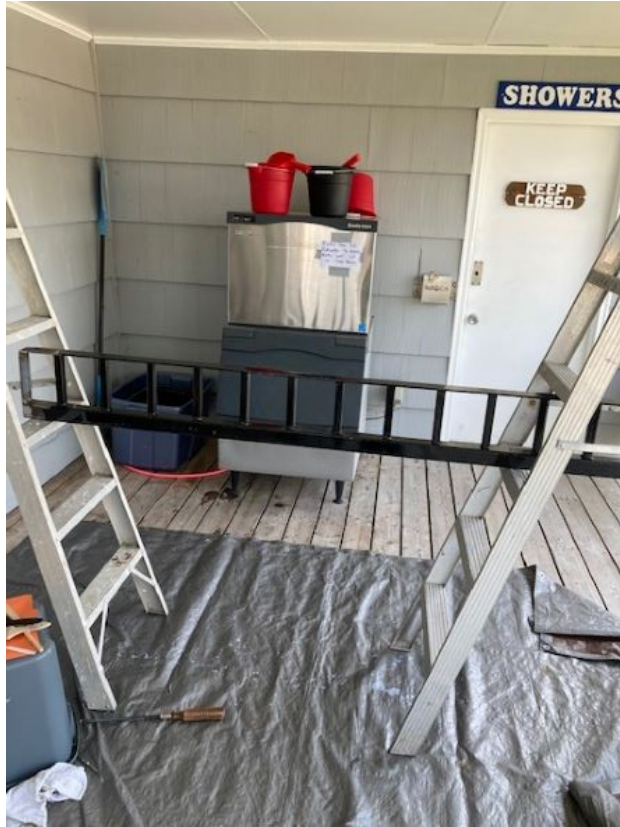
**CAPTCHA – To continue reading this month's Porthole please click only on the BYC Benches to verify that you are NOT a robot.**



Submitted by Jeff Spring



## Cupola Project, 2022



Contest time!! Guess what THIS is? It's the painting of the new steel rails for the top of the cupola on the clubhouse. Iron Glenn Brower has built these and Bob Bochorski and Kevin McCarthy are in the final stages of assembling all of it to complete the cupola.

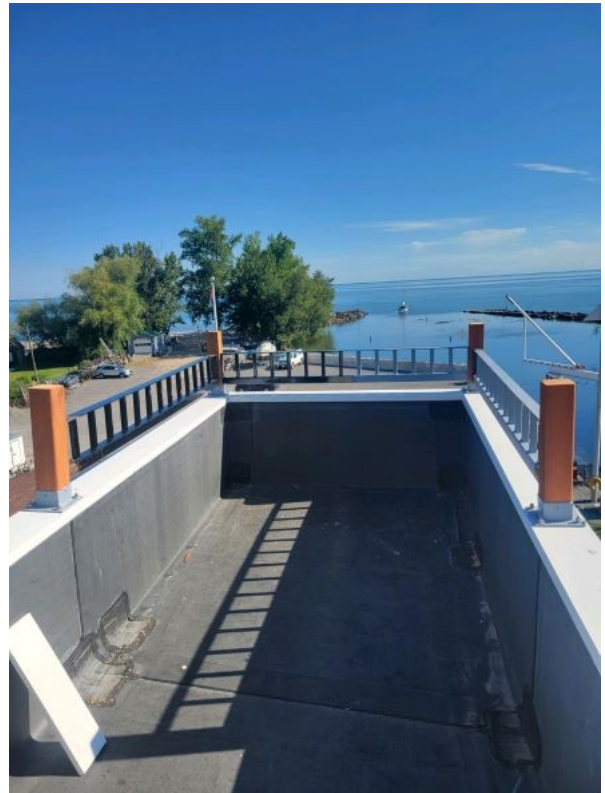


Photo credit: Glenn Brower

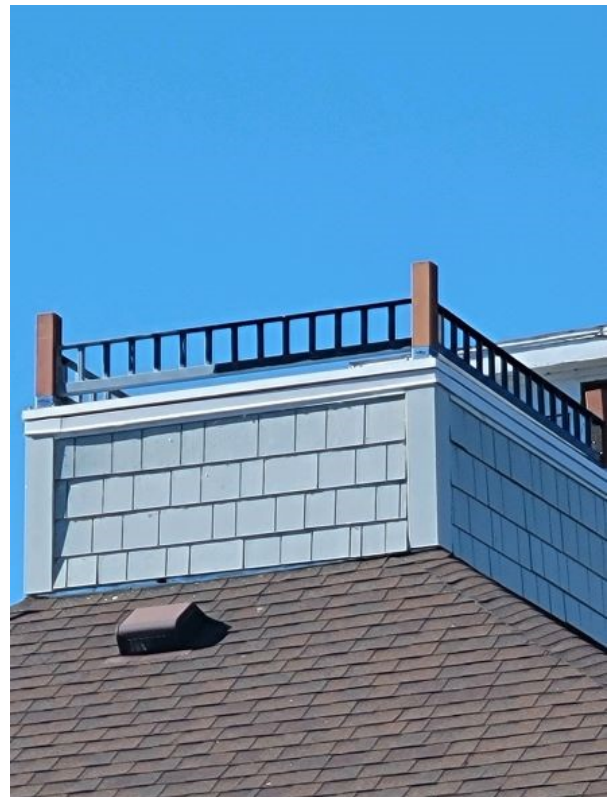


Photo credit: Glenn Brower



## Sunfish Locker Repair Project, August, 2022



Photo credit: Jeff Spring



Photo credit: Jeff Spring



Photo credit: Jeff Spring



Photo credit: Jeff Spring



Photo credit: Jeff Spring



Photo credit: Rich Wiest



### **Update On the Club Electric Projects.**

We completed the main dock going out into the basin along with the west most dock in the basin. Along with repairs to the conduits we re-supported the water lines in the same areas. New lighting was installed on the east side of the clubhouse. All dock lights now have LED bulbs and should last a long time. There are two spares in the store room behind the showers. The south range light was repaired and now comes on with the dock lights. We also installed new water spigots at both guest docks along with the gas pump. Following haul out we plan to finish all of the docks in the basin along with labeling all receptacles with panel box and breaker number. We came up with a reasonably priced receptacle covers and will be replacing them as well. Special thanks to Ted Halsey, Deb Trout, Jack Evans, and Jeff Spring. They did an awesome job! More to come.

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### **Expressions of Gratitude**

- ⇒ Huge thank you to the club, Jason Evans, and the Social Committee for putting on the Kids Sunfish Camp last week. All of the kids had a great time, and it couldn't have happened without the support of the club. I'm confident that more than one future club member was minted last week. Andy Ruestow
- ⇒ Thanks to Jeff Spring and Jack Evans and any other social committee members for putting on an outstanding pig roast. Bob Burkhardt
- ⇒ Thanks to Bob Spencer for spearheading the sunfish locker renovations. Also thanks to Paul Ward, Jeff Spring, Rich Wiest, Dave Smith and Dave Pulhamus, et al for pitching in also. Bob Burkhardt
- ⇒ Special thanks to Jack Evans for previously painting and repairing the sunfish locker doors. Bob Burkhardt

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The Porthole is compiling a list of names to serve as a reference for questions that may arise among the general membership. This is a list of names only, contact data may be found on the BYC website. If you are considered a point-person for club activities and/or projects, please submit your name to the Porthole.

- Membership: Bob Spencer
- Social Committee: Jack Evans and Jeff Spring
- Docks and lockers: Todd Dunn
- Sunfish: Jason Evans
- Porthole: Jim Balmer
- Friday Evening Family Racing Program: Rob Waugh

## It Could Have Been Worse

So this is how it went:

Sat morning we set off on the BYC Club Cruise with 4 other boats (Hartman, Beghini, Ringelstein, Vorbach) to cross the lake to Cobourg, notwithstanding a stiff wind from the wrong direction. We put sails up but had the engine running as we made adjustments for the even stronger-than-first-thought wind. One of our compatriots radioed us to say that there was no water coming from the engine – bad news. Had to turn the engine off. At that point we were about an hour out, had gotten sails trimmed enough to be able to sail and briefly considered going on and dealing with what was likely a bad impeller when we arrived at the marina in Canada. Bad idea – no engine meant no maneuvering in the tight quarters of a marina and it was a holiday weekend in Canada so no telling whether we could get parts if we needed them. We had no choice but to return to the yacht club.

HOWEVER, we were only about an hour from home, the wind was in our favor to sail right up to the guest dock at the club, and by postponing our start for a day we avoided a nasty crossing with 6' seas and 25 kt wind almost too tight to the wind to sail (although of course Ed did sail all the way). And Larry was able to pull the impeller (indeed the source of the problem) and we had a spare. Could have been worse.

That night we stayed on the boat at the club. I was not quite finished cooking our dinner on the boat stove when the flame under both burners went out. Propane tank was empty. This is a large tank that feeds both the stove and the rail-hung grill. No propane, no way to prepare meals for our 2 week voyage. To complicate matters, the tank and its fitting are obsolete and no one will refill it. It's now approaching 8 pm. There is nowhere to purchase the right tank/fitting now; we could be delayed for days if we order one.

HOWEVER, our good friend Tom Pavone at the yacht club has a sister boat to ours but with the newer propane system. He had COVID and so couldn't go on his own scheduled cruise and his boat was sitting at the dock. One phone call later, he agreed to let us use his tank (if it would fit our locker – not necessarily the case) and to make things even easier, his boat is secured by a combination lock so we could get into it without making the hour-long trip to his house and back for a key. After some struggle, the old tank came out and Tom's tank went in. Good to go! Could have been worse.

Sunday we started off again, this time with too little wind in the wrong direction, but relatively calm seas and clear sky and although we couldn't sail, we had an uneventful crossing. We met up with our friends and enjoyed a delightful evening and a day in town. The next morning, as I was cleaning up the dishes, we unaccountably ran out of water (having just filled the two large tanks on board before we left BYC); the bilge pump went into overdrive and a veritable gusher erupted from the outflow. Clearly there was a leak, the water tank was emptying itself into the bilge and out into the harbor. But where was the leak? And how would we fix it on a holiday in Canada?

HOWEVER, after tracing the plumbing and brainstorming with Gary, Larry found a clamp securing two sections of plumbing had come apart inside. We had no spares (make a note to self). But Gary did have spares and gave us one and helped make the repair. Add water to tanks, no harm done. Beghins and Vorbach headed back across the lake. Hartmans and Ringelstein planned to go on to Belleville before turning back, while we planned to continue east. Could have been worse.

After another day in Cobourg our reduced fleet set off for Trenton, about 34 miles east. We couldn't quite sail it, but motor sailed. We arrived at one of our favorite marinas without incident and spent a couple of days enjoying the facility and the town. But we decided that some karma was telling us not to press our luck and continue east on our own. And because we had spent an extra day in Cobourg and another in Trenton, Hartmans and Ringelsteins were ready to head home. So we three boats headed back to the Murray Canal to get to Lake O. Our intention was to split off and go a bit west for the night and then on to Wilson or even Niagara on the Lake so if we had further problems we would at least be a relatively easy drive away if someone needed to come get us. The next morning bright and early we set out. We had to motor to and through the canal and waited to put up sails until we got to the other side and out on the lake. Larry was driving, I was sitting next to the companion-way. I turned my head and caught a whiff of something electrical, hot. I alerted Larry, he started down into the cabin to check the engine, and a sudden cloud of smoke erupted. I turned off the engine, Larry explored the source of the smoke and determined that a bearing in the alternator had gone bad. Again, no engine, this time with no spare part on board (our boat or anyone else's).

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HOWEVER, the Hartmans were able to tow us the mile or so back to the marina. The marina had dock hands at the ready to catch us at the end of the dock, and the marina is, as I said, one of our favorites. Larry determined that the problem was not the bearing, it was something in the alternator itself, which was toast. He and Gary (who decided not to go on with their travels until they knew we were safe) took a walk to NAPA. No luck there, but after an hour on the phone following tips (try this guy, try this place, try...) Larry found an angel in Kingston, not far from us. More remarkable, this angel had the needed alternator and was going to be driving by our marina the next morning (a Sunday!) on his way to Toronto and would drop it off.

Larry can fix anything mechanical. Electrical, not so much. He expressed his concerns to the angel, who assured him it could not be simpler to install. Couldn't go wrong. Sorry he had to be on his way, but he had places to go, people to see. But of course it could go wrong and it did. When we tried starting the engine with the new alternator installed, black smoke billowed. Engine off, he pulled it all apart again; this time it was apparent that a fuse had blown and the starter had fried. No idea whether more damage had been done to the new alternator. Where could we get a new starter?

HOWEVER, another call to our angel turned up the likelihood that the needed starter could be found Mon morning and shipped overnight. And it was so. The new starter went in without much stress. The blown fuse was a problem, but as Larry was sharing our tale of woe with a boater down the dock, the boater said, wait –I'm sure I have extras. (another note to self) And he did. Problem solved. Not good, but could have been worse.

As Larry was hooking everything back up, connecting the fuse, the engine suddenly started to turn over. He had inadvertently hot-wired the starter. How is this possible? The engine key was clearly in the off position. There was no way to wire the starter without starting the engine. The starter button did not start the engine.

HOWEVER, hot wiring the engine did, in fact, work – the engine started right up and ran smoothly as always. No reason we couldn't start the engine that way the next morning and head out across the lake. If we were so lucky (hah!) as to be able to sail, we could turn off the engine by shutting off the fuel, and we could re-start it by hot-wiring it again. And so we did. By now, we had given up any thought of visiting other ports and wanted nothing more than to be at our own dock at home. The wind was extremely light and in entirely the wrong direction. We never put up a sail, but 9 hours later we pulled up to the dock at our club. Could have been MUCH worse.

We don't yet know where the short is. But we are among friends and family who will help us sort it all out and get it fixed. We may have been plagued with bad luck and even bad judgement, but we were somehow protected from our selves and the ill winds and we are very grateful.

Submitted by Trish Brantingham

# OFFSHORE SAILORS WANTED



## Scotch Bonnet Light Race

An 82 nm Lake Ontario Race, from Rochester around Scotch Bonnet Island Canada and back.

# Friday August 26, 2022

NEW • YBtracking - Real Time Race tracking. Thanks to: **BOB JOHNSON**  
AUTO GROUP

- Spinnaker, Genoa Only, and Multi-Hull divisions.
- Picnic and Awards Ceremony Sunday August 28.
- Awards for 1st 2nd and 3rd in each division and 6 perpetual trophies
- Single and Double Handed racers welcome.
- Adventure - Tradition - Reward



Profits will benefit the  
National Center for  
Missing and Exploited  
Children.



51st

2022

## Scotch Bonnet Light Race

[www.ScotchBonnetRace.com](http://www.ScotchBonnetRace.com)



LYRA Tier 2 Event



Things to Ponder (or not) for July 2022

**I always see more people walking into Walmart than out of Walmart. But the meat is cheap so I don't ask questions.**

Oldtimers9.com

Best not tell this guy any secrets



**deep thoughts**

Ketchup is refrigerated  
at home, but not at  
restaurants

You can remove any letter  
from the word SEAT and  
still have a real word

As a society, we just  
decided chocolate is the  
opposite of vanilla

It must really hurt when  
giraffes get sore throats

The good part of a  
cucumber is the bad  
part of a watermelon

Husband: My wife is missing. She went shopping yesterday and has not come home!

OFFICER: Age?

Husband: I'm not sure. Around 40. We don't do birthdays.

OFFICER: Height?

Husband: I'm not sure. A little over five-feet tall.

OFFICER: Weight?

Husband: Don't know. Not slim, not really fat.

OFFICER: Color of eyes?

Husband: Sort of brown I think.

OFFICER: Color of hair?

Husband: Changes a couple times a year. Maybe dark brown now. I can't remember.

OFFICER: What was she wearing?

Husband: Could have been pants, or maybe a skirt or shorts. I don't know exactly.

OFFICER: What kind of car did she go in?

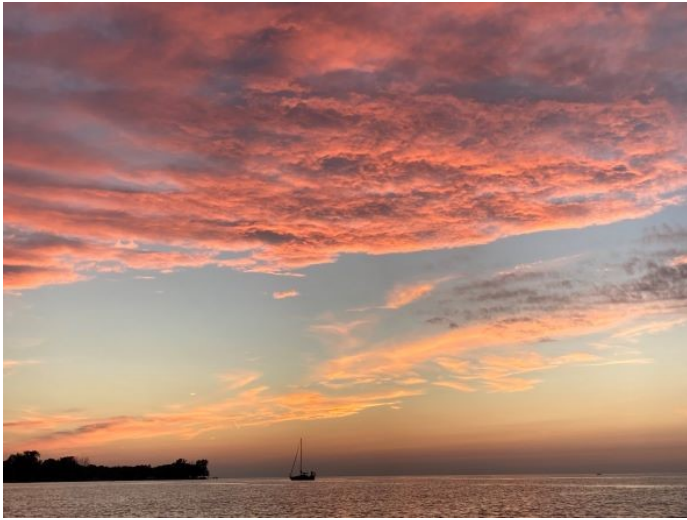
Husband: She went on my motorcycle.

OFFICER: What kind of motorcycle was it?

Husband: A 2018 Harley Davidson Roadglide, Twisted Cherry with 14" apes, stage 2 kit, Vance and Hines fishtail pipes, Klock Werks windshield, JPCycles foot boards, highway pegs and crash bars...At this point the husband started choking up.

OFFICER: Take it easy sir, we'll find your motorcycle.

## From The Desk of Jeff Spring



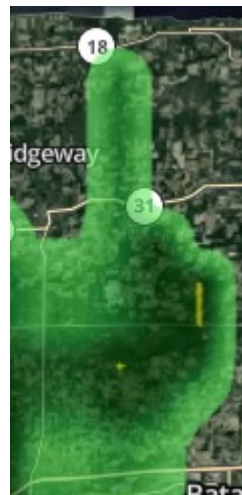
A Friday Sunset after the family races.



Jack's canoe, stuck in the sand again. Well, maybe not.



Maybe yellow bulbs no longer keep bugs away. Maybe we gotta go with the rainbow color.



Got Rain in WNY this weekend, but not much along the lake. And the radar picture said it all to those along the lake.....



## 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.

## BoatUS: New U.S. Coast Guard Fire Extinguisher Regulation Effective April 2022

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).



## Items For Sail

(Page 1 of 3)

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### 2 each 5- GAL Diesel fuel cans.

Like new. \$12.50 each.  
Call Dave Schantz 723-0760



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### Polyethylene water tank

Out of Pearson 26  
\$10 Contact Dave Pulhamus



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### 1-7/8" Stuffing Box Wrenches

\$50 (pair).  
Contact John Patterson (585)301-8193



### Spinnaker Pole for 26 ft boat.

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

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### Hand held VHS Radio

\$35  
Contact John Patterson (585)301-8193



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### SUNFISH

Very good shape. Sail has little use. Call Paul Ward at 225-6015

### Pearson 26 Rudder: \$25

Contact Dave Pulhamus



### Loos & Company Professional stand-rig tension gauge. Model PT-2.

\$60  
Contact John Patterson (585)301-8193

## Items For Sail

### (Page 2 of 3)

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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)

#### Safety Tether & C-Strobe

\$50

Contact John Patterson (585)301-8193





## Items For Sail

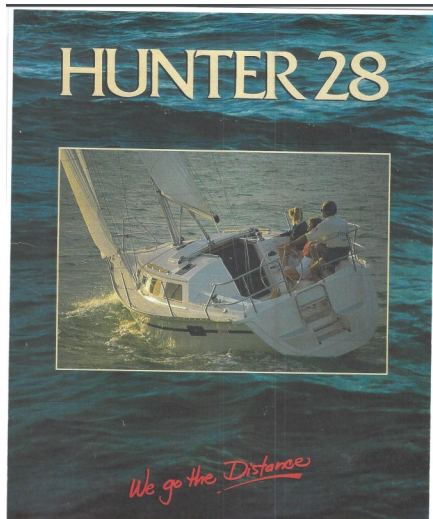
(Page 3 of 3)

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### Hunter 28

This one-owner boat was built in 1990  
and purchased new in 1991.  
\$24,900  
Contact Gary Gustafson



# 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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