



BROCKPORT YACHT CLUB

PORTHOLE

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

byc2porthole@gmail.com



January 2023

COMMODORE'S CORNER



My two years as BYC Commodore have flown by and it's been a privilege and honor to lead our 119-year-old club. I appreciate the great support I've received from the membership. Looking forward to a terrific new year at BYC!

Ken Beghini, Commodore

VICE COMMODORE



2023 is already off to a busy start. I have been working with the Commodore and the Treasurer to prepare this year's Operating Budget. Based on input from the e-board and trustees, a number of smaller infrastructure projects have been included. We will need help from the membership this year to get the projects successfully implemented. I have also been getting updates from John Stevens and Matt Keene. An update will be provided at the January meeting. A club calendar for 2023 has been created. Lastly, I also participated in the audit of the 2022 finances. Again, an update will be provided at the next meeting.

Eric Grape, Vice Commodore

REAR COMMODORE



Happy New Year. I'd like to thank all of you for the privilege for serving as "colonel of the urinals" for the past two years. I'd also like to thank the vice-commodore for his guidance and help, the commodore for pulling on my leash when needed and the fleet captain for not shooting me. :) We continue to make a lot of improvements to the club and I know this will continue into the future. Also, I would like to apologize for any toes I may have stepped on during my tenure or for pushing the envelope on some matters during that time. It was always done for the betterment and improvement of the club. Sometimes the old adage of it being "better to beg forgiveness than ask permission when you want to get things done" comes into play. In any case, we should all be proud about how much we've achieved down at the club to make it even nicer than before our floods, droughts, pestilence, Covid-19, etc. I know it will continue to get even better because of the dedicated members that we have. See you at Foster's or down at the club.

Rich Wiest, Rear Commodore

FLEET CAPTAIN



In mid-December, the "Bobby G." was put to bed for winter. See photo of Rich Wiest dodging ice floes en route to the club crane (page 3). The

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

CALENDAR

- **May 6-Launch**
- **May 13-Club Opening**
- **May 27-Dock Sale**
- **May 28-Holiday Party – Memorial Day**
- **July 2-Holiday Party – 4th of July**
- **Club Cruise (tentative) 1st Week August**
- **August 12-Land Yacht Party and Pig Roast (catered by Colbys)**
- **TBD August Kid's Sunfish Sailing**
- **September 3-Holiday Party – Labor Day**
- **September 16 Corn Roast**
- **October 6 – 7 Haul Out**
- **October 26 – General Meeting Corn Beef and Cabbage**
- **November 4 Club Closing**
- **November – TBD Commodore's Ball**

floaters were hoisted out of the creek too. Many thanks to John Saucke, Bob Spencer, Deb Traut, Rich Wiest, Ted Halsey and Dave Wright for braving the cold on Dec. 14 to get these jobs done.

Thank you to all members for making my time as your Fleet Captain enjoyable. Water levels were not ideal, but we worked together to squeeze out as much boating as possible in '21 and '22. Thanks to all who attended work "parties" over the past two years. Without the collective participation of our members maintaining our docks, clubhouse, infrastructure and grounds, our boating cost at BYC would be much, much higher. And the camaraderie at these events is priceless.

Todd Dunn, Fleet Captain

SOCIAL COMMITTEE

The big news from the social committee is Jack Evans and Jeff Spring have stepped down as co-chairs. When you see Jack or Jeff at the club this year, please congratulate them on their past efforts and present "retirement." My wife, Annette, and I look forward to chairing our BYC social committee for this year.

The Social Committee always has an invitation to join our "fun club." Specifically, we are looking for someone to help Jude with the reservations. But we welcome any & all members to share with the grill, setup, cleanup and planning. If you are interested, let us know at the next meeting.

Page 1 of the Porthole has our BYC calendar of meetings, parties, social gatherings and activities throughout the year. Every member and their guests are invited to attend and share in each of these events. These events are a lot of fun.

Our first of the year dinner meeting is Thursday January 26th, at Foster's restaurant, 50 Canning Street Hilton, NY 14468. The hors d'oeuvres and cash bar start at 6PM, the buffet dinner will be served at 7PM and the membership meeting begins at 8PM. Spouses and guests are invited. You do not have to attend the dinner to attend the meeting at 8pm, but I welcome

you to attend the dinner and share in the fellowship.

All persons that attend the dinner **MUST MAKE RESERVATIONS**. If you are on the Permanent List, then you will automatically have a reservation for each dinner/meeting. If you are not on the list and want to make a reservation, then please email Jude Eichas at:

bycdinner@brockportyachtclub.org.

If you are on the Permanent List but are not able to attend, then you are expected to email Jude to cancel your dinner. All reservation additions & deletions **MUST BE MADE** by midnight Sunday January 22nd. Our restaurant host needs a reasonable lead time to estimate food quantity. If you make a reservation and do not attend, then you will be expected to pay for the "no show dinner."

The 2023 dinner cost will be \$18 per person. Please pay by cash or check at Fosters to Jude, the guy with the cashbox.

The cost of last year's BYC dinner meeting for September 2022 was increased from \$17 to \$18 due to inflation. If the cost of a dozen eggs has increased 300%, from \$1.50 to \$4.50, then the 2023 BYC dinner increase of 6%, from \$17 to \$18, is minimal. The change in dinner price is also below last year's CPI food inflation of 10%. Please accept this dinner price as reasonable.

The Social Committee is looking forward to a great 2023 year.

Steve Locke

WeCanoe2

Social Committee Chair

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. 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

(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!

Attachment To Fleet Captain's Report



Rich Wiest impersonates the Titanic's captain on Dec. 14, 2022

Submitted by Todd Dunn



Photo of BYC by Jim Montanus

Submitted by Dave Schantz

Ethanol and Older Engines

The following two pages contain an article from Seaworthy, published in 2012. Submitted by Dave Schantz



SEAWORTHY

The BoatU.S. Marine Insurance and Damage Avoidance Report*



Photo courtesy of Gary M. Baranec, Alabona, (Pa.) Mirror

Ethanol And Older Engines

Over the past few years—since ethanol has become common for boat engines—Seaworthy has received hundreds of calls and e-mails complaining about problems that ethanol has created for their engines. The majority of these inquiries have one thing in common: They concern older engines, those made before

around 1990, and a high percentage of them involve outboard engines. What is it about older boats that make them more susceptible to ethanol's well-known problems? Seaworthy talked to Ed Alyanak, Mercury Marine's manager of engine test and planning development, and Frank Kelley, Mercury's fuels and lubricants technical specialist—who between them have over 60 years of experience—to find out why older engines suffer more than newer ones and what owners of these engines can do to minimize the problems.

Boat engines comprise one of the largest segments of "legacy" engines in the country. Unlike cars, boats often operate for decades, which means that there are hundreds of thousands of older engines—many of which were built 20, 30, or more years ago—still churning the water. According to Alyanak, these engines were engineered and built without the

knowledge that they would be vulnerable to new fuels in the future. "No one knew ethanol would be a common additive to gasoline 20 or 30 years ago. We designed engines to run on straight gas," he says. And it's not just the engines that are affected by ethanol. Alyanak says that hundreds of boatbuilders who designed the engines' fuel systems from the gas tank to the engine were also unaware of the future challenges from ethanol. And the very simplicity of older carbureted outboard engines seems to make them particularly susceptible.

The issues for older engines fit into three categories: old

Continued on page 8

In This Issue...

INSTALLING ELECTRICAL ITEMS	6
MIDDLE AGE BOATS	10
FITTING OUT WORKSHEET	12
AVOIDING PROP INJURIES	13
RETURN OF PAPER SEAWORTHY	16

*The BoatU.S. Damage Avoidance Program is dedicated to helping you enjoy accident-free boating. Seaworthy looks at real claims and how they might have been avoided. Material in Seaworthy may be reprinted with credit to "Seaworthy, the BoatU.S. Marine Insurance and Damage Avoidance Report."





Older aluminum carburetors tend to suffer from the corrosive effects of ethanol much more than newer ones, which are made out of more resistant alloys. Corrosion can block tiny orifices, causing hard starting and rough running.

spares and a galvanized bucket to keep old filters prior to disposal.) Any hoses that lead *from* the filter to the carburetor should also be replaced since they may have deposits inside them that get washed into the carburetor by ethanol.

Ethanol Loves Water

Ethanol is hygroscopic, which means it readily absorbs water. This is good news and bad. According to Kelley, the good news is that small amounts of water in gasoline are absorbed and simply get burned along with the fuel. The bad news is that gas with ethanol will keep absorbing water until there is so much that most of the ethanol and water will separate and sink to the bottom of the tank. This is called phase separation. The process is more common in older boats that may have had water in the bottom of the tank for years. Kelley says that once ethanol is introduced, the water—along with more that may be coming through a leaking deck fitting—will be absorbed and can eventually lead to phase separation. This leaves a layer of water/ethanol on the bottom of the tank. If the fuel pickup—resting at the bottom of the tank where the mixture is—picks up a slug of water, the engine will quit. If that isn't bad enough, there's more: "This water/ethanol mixture is quite corrosive, too, and aluminum fuel tanks are at risk of corroding from the inside if they are in contact with this stuff," says Kelley. Preventing water from getting into the tank is much easier than removing it so make sure the fuel fill gasket has a tight fit and keep your tank full—this limits the amount of water that can get into the

tank from condensation. If you suspect you may have water in your tank, contact a company that specializes in cleaning out tanks. *Seaworthy* has reported on several insurance claims for damage and injuries caused by using improper equipment (such as a wet vac) to clean out a tank—leave it to the pros. Not sure if you have water in your tank? You can buy a product called Kolor Kut that's dabbed on the end of a stick and lowered into your fuel tank; it changes color on contact with water. One more thing to mention: Don't plug the fuel tank vent in an attempt to keep moisture out. It's doubtful much gets in that

way and plugging the vent could lead to pressure in the tank, which could cause a spill.

More On Carburetors

"Carburetors are dumb," says Alyanak. "From the factory, they're calibrated to run on one kind of fuel and can't make adjustments on their own, like modern electronic fuel injection can." Engines that were built many years ago, before ethanol, were calibrated to run on straight gas, he says. "Ethanol has extra oxygen in it, which throws off the air/fuel ratio, making the engine run too lean," he says. Lean engines run hotter and have what are euphemistically called "drivability problems"—hard starting and rough running. It's possible, he says, to recalibrate a carburetor to tolerate E10; a good mechanic can do it. New carbureted engines come calibrated for E10.

Tips For Older Engines:

- Fuel-system components on older engines, those built prior to about 1990, should be inspected before starting the engine in order to identify any signs of leakage or corrosion.
- Mercury's fuel expert Kelley says if you are going to run on E10 for the first time, check for the presence of water in your tank, which is common in older boats. Ideally, your tank should be empty of all fuel and water before you add E10.
- Make sure your fuel-fill gasket doesn't

Finding Non-Ethanol Gas

The best way to eliminate the worry about the effects of ethanol on an older engine is simple: Don't use gas containing ethanol. Fortunately, that has become easier lately, with many marinas now stocking E0, and websites showing where it's available. There is even an iPhone app for that (itunes.apple.com/us/app/pure-gas/id454559068?ls=1&mt=8). Below are two sites that list non-ethanol gas — most are auto gas stations (available for trailer boaters), though marinas are listed too.

www.pure-gas.org/index.jsp
www.buyrealgas.com

Before you fuel up at one of these places, you should know a few things. Gas composition tends to change quickly and the availability of E0 is dependent on whether or not it's available from local distributors, so be sure and ask the station if the fuel is still ethanol-free. Also, pump labels are not always reliable. Even though the pump states that gas contains 10-percent ethanol, it could be any number below that as well; it's just not legal for it to be more. In some states, marinas are exempt from listing ethanol content, so just because there's no label, that doesn't mean there's no ethanol — ask the operator. In most areas, E0 is considered a "boutique fuel" and costs more than E10. Finally, if you want to know exactly how much ethanol there is in gas, you can test it yourself. Simple reusable kits are available online that will accurately find the ethanol content (www.fuel-testers.com).

leak, or rainwater and spray can get into the tank.

- Don't add a fuel dryer, which is often ethanol—it will just compound the problem. Kelley recommends using a fuel stabilizer each time you fill up (also true of newer engines). Watch out, he warns: Some octane boosters contain ethanol as well—read the label before you add any. Incidentally, according to the chemical engineers, there is no way to recombine separated water and E10. **A**

The 2022 Commodore's Banquet

The 2022 Commodore's Banquet and awards ceremony was held Saturday, November 19, 2022.



Photo credits: Emily Grape

The 2022 Commodore's Banquet

The 2022 curling party was hosted by Gary and Judy Hartman on Saturday, November 26.



Photo credits: Gary Hartman



Can not wait till we are doing this again.

Submitted by Dave Smith

Member Contacts

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: Jude Eichas
- Sunfish: Jason Evans
- Porthole: Jim Balmer
- Friday Evening Family Racing Program: Rob Waugh

Member Notice

The Ringelstein's plan to cruise "ORION" on the Erie Canal from Oswego to Welland Canal for an extended time next Summer. Comments Welcome...Burt & Elaine

Submitted Wisdom

From the Times of Wayne County:

- The only accurate statistic on Election Day: 100% of Americans will think 59% of Americans have lost their minds
- Communism was doomed from the beginning. Did they miss all the Red flags?
- Q: Why can't you let a politician on a plane? A: Because they will keep trying to destroy the other wing.

Submitted by Dave Pulhamus

The guy who invented the wind chill factor was buried yesterday. He was 82 but felt like 64.

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.

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.

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.

Things to Ponder (or not) for January, 2023

Her: Knocking...
Him: Who is it?
Her: It's me.. The Love of your life
Him: Go away! I know my Boat can't talk!



Above submitted by John Sauke (I think)



Above submitted by Gary Hartman

More Things to Ponder for January, 2023



Items For Sail

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

2 each 5- GAL Diesel fuel cans.

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



Spinnaker Pole for 26 ft boat.

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

1-7/8" Stuffing Box Wrenches

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



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

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

Tartan 28 Piper "Second Wind"

\$27,000 or make offer

Boat is in good condition

3'11" Shoal draft

19 HP Diesel engine

Lots of newer upgrades including cockpit cushions, Bimini and Dodger, Stereo system, Self-tailing winches (if installed), Chart plotter (if installed), Autopilot (if installed).

Located at Lake Breeze Marina.

Contact Nancy Fox

585-733-0662

Ship's Store

Clothing

Hats \$20.00

Hoodies \$20.00

Sweatshirts \$16.00

Tee Shirts

Long Sleeve \$12.00

Short Sleeve \$10.00

Decals

Boat \$ 5.00

Auto \$ 1.00

Burgee \$24.00

Charms / Lapel Pins \$12.00