



BROCKPORT YACHT CLUB

PORTHOLE

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

byc2porthole@gmail.com



May 2023

COMMODORE'S CORNER



Once again I am off "galavanting" in Australia. I apologize that I will not be back in time for the Memorial Day festivities. The club is

in more than capable hands with the officers, and I am sure it will be a great time! Don't look now, but the sewers are here. It will undoubtedly get messier before it gets better. We have previously tagged long-term capital money in the budget to connect the sewer to the club once it is connected to the double pump.

Last, but not least, thank you for all your well wishes and condolences for myself and my family on the passing of my Mom. She truly was the "club Mom" and she will be missed.

Eric Grape, Commodore

VICE COMMODORE



Thanks to everyone who has helped get the committee boat and the Bobby G. ready for another season. A special thanks goes out to Paul Ward for sanding and

painting the Bobby G. and to John Saucke, Deb Traut and Bob Spencer for scraping and painting the committee boat in the last week. The boats look great!

Speaking of spiffing up boats, please consider participating in the "Commodores' Review/Sail-By" this upcoming Memorial Day weekend. by sailing your boat by the past and present commodores one mile off of the club beach. This year, with our current commodore being called away

to Australia for important business, we're extending an invitation to all past commodores who are current general membership members to join the vice-commodore one mile due north off of the club beach to review the fleet. Past commodores Dick Olson and Jack Evens have graciously volunteered to make their boats available to any past commodores for an onboard review of the fleet, so please contact them if you would like to join them.

Finally, a few housekeeping items: the fuel tank on site was filled up with 90 Octane ethanol-free gasoline last week. Cost should be about \$4.80 a gallon pending any shocks to the global market. Please don't forget to log what fuel you have pumped from it from the logbook in the clubhouse closet. Also, the main propane tank to the giant grill has been filled and a new grill has been constructed for your grilling pleasure. PLEASE do not cook under the pavillion with any grills. Grease could collect on the ceiling and become a fire hazard. Plus, it will generate soot and smells. Also, a HUGE thanks to those intrepid souls who fixed the burner ports at club opening. All of the burners are now working, See you at next week's meeting!

Rich Wiest, Vice Commodore

REAR COMMODORE



Thanks to all the members who turned out for Club Opening. The weather was spectacular, and our work wrapped us shortly after a nice

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**

lunch, orchestrated by Steve Locke, who is off to a great start as Social Committee Chair. Turnout was very good, but there are several members who didn't make it without notifying prior to the event. Please remember that we're a volunteer club, and one of the reasons our costs are so reasonable is because of member involvement, especially at major task events like Club Opening and Closing.

Last week Villager Construction installed a sewer line and terminal manhole in our parking lot. Many thanks to John Saucke for interrupting his day & traveling to the club to coordinate repairs with Villager. The duplex grinder pump and electrical control box will be installed later in summer. Prior to the pump installation, we'll need a small work party to temporarily remove some of the sidewalk pavers connecting the clubhouse and parking lot (Villager might otherwise destroy them). Watch your email.

The sand berm on the beach adjacent to the stockade fence will be pushed to the west, likely during the 3rd week in June. Joshua Miesch has generously volunteered to provide a dozer for the work. Please keep an eye on your email in case a work party is needed for the event.

We are still working on hiring cleaner(s) for the club. Again, if you know of a firm or individual(s) willing to quote a price, please let me know ASAP.

Thanks to Cheryl Wiest for hanging the flowers on the porch.

Finally, a big shout-out to Tim & Becky Maynard's winter project: A stunning new coffee table for the porch featuring Lake Ontario. See it to believe it.

Things are looking pretty good at the club.

Best, Todd Dunn, Rear Commodore

FLEET CAPTAIN



The boats are in the water, what a beautiful sight! Thanks to everyone who made launch a safe and successful day. I'm especially impressed with all the members who aren't launching that day yet come out to lend a hand and selflessly give for the good of the club. Thank-you.

I'm in the process of working through this round of dock moves and assignments. A few have been completed with a half dozen to go. Please let me know in writing (email is fine) if you'd like a move or dock assignment. We have open lockers, let me know in writing if you are interested.

The docks are in pretty good shape with some minor issues. There is a water leak in the section near the Bobby G. The leak is under water so the repair will have to wait. If you need to use the water please turn the main shutoff for that section on and turn it back off when you are done. Let me know if you find any other issues which should be addressed. I will do my best to repair it in a timely fashion.

Continuing on the topic of docks. If you make modifications to your dock, such as adding a cleat, and you "finish" with your dock missing topside boards your repair is not complete. If you are unable to leave the dock whole please let me know and we'll work to finish your modification. It's a safety hazard to leave dock boards missing.

Thanks to everyone who makes this club what it is. Here's to a great season ahead.

Jude Eichas, Fleet Captain

SOCIAL COMMITTEE

This is a reminder to all BYC members. Our dinner meeting is the last Thursday of this month, May 25th, at the BYC club house.

The cost will be \$20. This is an increase from the dinner price at Fosters.

We will have grilled wings, starting at 6PM. The buffet dinner, catered by Colby's, will be served at 7PM with an ice cream bar. The membership meeting begins at 8PM. Spouses and guests are invited. All persons that attend the dinner MUST MAKE RESERVATIONS by midnight tonight, May 21st. Our restaurant host needs a reasonable lead time to estimate food quantity.

If you are on the Permanent List, then you will automatically have a reservation for this dinner/meeting. If you are not on the list and want to make a reservation, then please email Dave Wright at:

bycdinner@brockportyachtclub.org

If you are on the Permanent List but are not able to attend, then you are expected to email Dave to cancel your dinner.

The Social Committee is looking forward to a great 2023 year. I hope to see you at our dinner / meeting this thursday.

Steve Locke, Social Committee Chair
WeCanoe2

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

Club Notices

Friday Night Racing

Friday night racing is scheduled to start on Friday June 23rd. The plan is for a relaxed fun evening of racing. The format is one that will work for those with or without racing experience. The goal is for a family friendly race night. If anyone has any questions please contact Rob Waugh at robandbeth1010@gmail.com

Memorial Day Weekend: The celebration will take place Sunday, May 28th. The Commodores sail-by is scheduled for 2:00 PM off the beach. The flag ceremony will take place around 3:45, followed by the cocktail party at 4:00. Bring a dish to pass.

From the Membership Chair

Welcome to the 2023 boating season. Our club, like so many other yacht clubs, has been going through a bit of contraction. The reasons for this are many. Of late we have had a number of members with deep draft boats resign and take their boats to deeper harbors. Some members have basically aged out or unfortunately passed on. A few have left due to competing interests or health issues. As has always been the case, we are adding new members to replace them but not at a one for one ratio. The important attribute for a new member is the understanding that we are a self help club and all members are expected to attend a few work parties every year. The new members we have brought in are prime examples of that philosophy. What we are not looking for are folks simply looking for a cheap marina. Nor are we looking for simply “a pulse and a check” type of person. We are looking for people who after learning about us, want to join our type of yacht club. There are two main ways that a yacht club attracts new members.

One is through an internet search. Our webmaster has worked his “black magic” to make our club visible to search engines and new members are coming to us through our website. The other way for our club to attract new members is through recruitment by our existing members. That is YOU folks. You are our best ambassadors for the club. If you know someone who may be looking to join a yacht club, invite them to the club and show them around. Explain to them about our self help / volunteer philosophy. If they have an interest in joining and you feel good about them, offer to sponsor them. We have a good number of members who were recruited into the club through current members. If you have an interested party, help them contact the Membership committee (composed of E-board Trustees) or myself and we will guide them through the prospective member process.

Bob Spencer

BYC Membership Chair

Expression of Gratitude: Thanks to Paul Ward for fixing up the Bobby G and painting the top sides.

Bob Burkhardt

Used Bicycle Donations: R Community Bikes (Rochester Community Bikes; RCB) is a grassroots, 501(c)3 organization, staffed entirely by volunteers. They collect and repair used bicycles for distribution, free of charge, to the Rochester, NY area’s most needy children and adults. They give away over 2,000 bicycles every year and do over 3,000 repairs for their clients, many of whom depend on bicycles as their main source of transportation.

I volunteer there to help repair the bikes for their giveaway program and to fix bikes for people who bring them to the facility at 226 Hudson Avenue. It is a great, well run organization with dedicated volunteers.

Do you have a used bicycle that you would like to donate to others that need them for transportation, for fun or exercise? If you do please call or email, Dave Pulhamus. You can drop them off at the Club, at my house (250 Chambers St., Spenserport) or arrange for me to pick them up and transport it to R Community Bikes.

Dave’s contact information is 585-352-0149 or Dmpul80@gmail.com.

More Club Notices

Notice: A new ladies North Face coat was left on the table in the clubhouse, a receipt inside was from Lake Tahoe this February, and it had some phone accessories in it as well - contact Deb Traut if you know who this belongs to.

Cans For Kegs: Last year, approximately \$500 was raised for the social committee through returnable cans and bottles.. The money was used to supply beer and water at various club functions. Please place returnable containers in the appropriate receptacles. This money adds up quickly.



TUESDAY BREAKFAST

The Grey Sailor's Breakfast at the Hilton Diner has resumed. Please come for great camaraderie and great food!

From left to right: Dave Wright, Ernie DiNatale, Deb Traut, Paul Ward, Bob Burkhardt, Jim Hossenlopp, Dick Olson, Dave Schantz, Gary Gustafson, Jack Evans. Photo credit: Dave Schantz

Lake Ontario Flooding Report

Submitted by Gary Gustafson

Lake Ontario Flooding

There have been three major flooding events on Lake Ontario. They occurred in 1952, 1973 and 2017. All were man-made or substantially man-made. The latest control plan, Plan 2014, issued at the end of 2016, has placed the lake in jeopardy not only today but also in the future. Plan 2014 must be repealed and replaced.

Background:

All of the problems currently on Lake Ontario began as far back as 1902. In 1902 and 1903 the Canadian Government built a dam in a section of the St. Lawrence River called the Gut. From 1903 to 1952 the Gut Dam influenced and altered the levels of Lake Ontario. In 1952 the water level of Lake Ontario reached an all-time high of about 248.5 feet above sea level because of the Gut Dam. For the first time in recorded history the South Shore of Lake Ontario experienced devastating flooding. As a result, the U.S. Government prevailed upon the Canadian Government to remove the Gut Dam. Work to eliminate the dam began in October of 1952 and was completed in January 1953. The 248.5 level was not a natural level. It was man-made by the existence of the Gut Dam. Therefore, it should not and cannot be used to determine a natural high level for Lake Ontario. Because of the devastation caused by the flooding, U.S. citizens engaged in a class action lawsuit against the Canadian Government. Sixteen years later the U.S. citizens collected merely pennies on the dollar.

In 1959 the St. Lawrence Seaway Project went in to operation under control plan 1958D. This plan generally controlled the water levels of Lake Ontario in the upper two-foot range of approximately 244 to 246 feet above sea level. This level range accommodated both the power generation and shipping interests, but it also increased Lake Ontario shoreline erosion. Shoreline property owners, called Riparians, were continually losing shoreline property due to erosion. Once property is below water, it is owned by the government.

In June of 1972 Hurricane Agnes came charging up the Eastern Seaboard and dumped an unprecedented amount of water in the Lake Ontario drainage basin. In December of 1972, Harry Bolton, a veteran of the 1952 flooding, and a long-time, astute recorder of lake levels, alerted the public to the impending flood dangers posed by the excessive local basin supply. Sure enough, in March of 1973 the Lake Ontario shoreline experienced overwhelming flooding at about 248 feet above sea level. The flooding lasted for months. This is the reason why better monitoring and accommodation of the local basin supply is necessary. Currently both the 1958DD* and 2014 plans generally assume an 80-20 ratio between upper lake and local basin supplies. Consequently, the plans don't accommodate for significant fluctuations in the local basin supply.

Property rights along the water splits the beachfront property between the government and private owners. The dividing line is the mean high-water line (MHWL). This flexible border depends on shifting sands, tides and sustained water levels. The state usually owns the property seaward of the MHWL. As high waters persist, more erosion takes place causing the MHWL to consume more private property. After the 1973 flooding a class action law suit, Ketchum and Switts vs. United States of America and Power Authority of the State of New York, CIV-87-105T, alleging an illegal taking action. Essentially this is where private property is taken by the state without due process and compensation. This law suit, although legitimate, never was culminated due to a lack of funding

Now control Plan 2014 has replaced 1958DD. Taking the 1952 high and asserting that it's a natural occurrence is bogus data. This serves environmental interests but is extremely detrimental to riparians. Under Plan 2014 a control range of approximately six feet was adopted (241.3 to 248.5 feet above sea level). (Quoted levels are from IJC chart "Regulation Plan 2014 for Lake Ontario and the St. Lawrence River.") Plan 2014 Criteria H4 has the highest monthly mean level of Lake Ontario at a shall not exceed 248.46 feet for the month of May. A copy of Criteria H4 is listed below:

"H4. The regulated monthly mean level of Lake Ontario shall not exceed the following elevations (IGLD85) in the corresponding months with the supplies of the past as adjusted.

Lake Ontario Level IGLD1985

Month	Meters	Feet
January	75.26	246.92
February	75.37	247.28
March	75.33	247.15
April	75.60	248.03
May	75.73	248.46
June	75.69	248.33
July	75.63	248.13
August	75.49	247.67
September	75.24	246.85
October	75.25	246.88
November	75.18	246.65
December	75.23	246.82"

It is known that levels approaching 248 feet signal imminent disasters. Now, in 2017, flooding on the Lake Ontario shoreline reached greater than 249 feet above sea level (officially it was stated as 248.72 feet). Plan 2014 failed to respond in a timely manner to the increases in supply. Plan 2014 keeps the possibility of high water disasters in perpetuity. It is obvious that Plan 2014 has in it preprogrammed disasters. The lake level range is too broad and there are no swift ways to correct miscalculations.

A reasonable estimate of the 2017 disastrous carnage levied upon the New York shoreline of Lake Ontario by Control Plan 2014 is in excess of one and a half Billion dollars. This estimate

includes but is not limited to breakwall construction and reconstruction which can run as high as 1,000 dollars per foot; tree loss and cleanup which can cost up to thousands of dollars per tree; property loss, mold remediation, damage to houses in some cases involving total reconstruction; losses to lake dependent businesses; property assessment reductions and subsequent tax losses; infrastructure losses such as road damage; significant sewage and water system problems; and local community expenses incurred fighting the flood. Therefore, since the flooding of 2017 (unlike naturally occurring and devastating events) is totally man-made, plan 2014 must be repealed and replaced.

Close scrutiny of existing historical data makes it very clear that plan 2014 controls the lake at unnatural levels. The six-foot range is totally unnatural. The history of manipulation of Lake Ontario levels bears this out. Unless Plan 2014 is repealed and replaced, the devastation and destruction of property that high Lake Ontario levels cause will be a repeated and common occurrence.

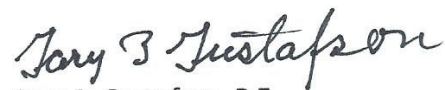
This is irrational!

Conclusion:

The general outline for the replacement plan is as follows:

1. Go back to the natural 4-foot cycle range of 242 to 246 feet above sea level.
2. Develop anticipatory control algorithms to deal with input water supply fluctuations from the upper lakes. For example, the time constant from Lakes Michigan and Huron to Lake Ontario is about one year. That means the water levels seen on these upper lakes will appear on Lake Ontario one year later. By monitoring and reacting to these lake levels, Lake Ontario can accommodate the increases or decreases in supply and avoid flooding.
3. Improve the monitoring and prediction of local basin water supply.
4. Significantly increase response time to changes in outflow from Lake Ontario to minimize both downstream and shoreline flooding. This means, improve the speed and quality of IJC decisions.

These are logical and well-thought out conclusions. There must be a serious and quick response to the repeal and replacement of Plan 2014.



Gary B. Gustafson, P.E.

49-year resident on Lake Ontario
Survivor of 1973 and 2017 flooding

*Plan 1958D with deviations or 1958DD for short refers to the release rules as practiced, including regulation plan releases and deviations.

Lake Ontario Flooding Addendum

We are now seeing more results of Plan 2014 with the expressed goals of higher highs and lower lows! The recent higher Lake Ontario levels are purposely made to exceed all previous natural recorded levels. Now with 2019, a new recorded high of about 248.9 feet was experienced. The low during this period was at 244.3 feet. The naturally occurring low was in 1934, during the Dust Bowl, of 241.5 feet.

In the aftermath of the 1973 flood, a vocal group advocated for the State of New York take over the Lake Ontario shore line. This group described the Riparians as squatters that do not deserve to occupy the shore line. Can you imagine the cost of buying up the shoreline, removing all structures and creating a forever wild environment. It could probably cost at least billions of dollars.

Allow me the opportunity to engage in a little conspiracy theory. Our environmentalists now have the IJC levers of control with higher highs is a goal. Isn't this a delicious way of flooding out the squatters (Riparians) and causing them to abandon the shoreline!

It appears the IJC is no longer interested in balancing the needs of the four Lake Ontario stake holders: power, shipping, environmental and squatters (Riparians).

Attachment: Great Lakes Water Levels (1918-2023)



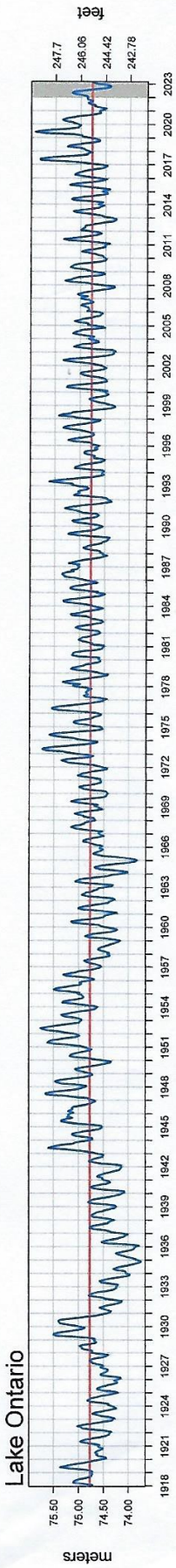
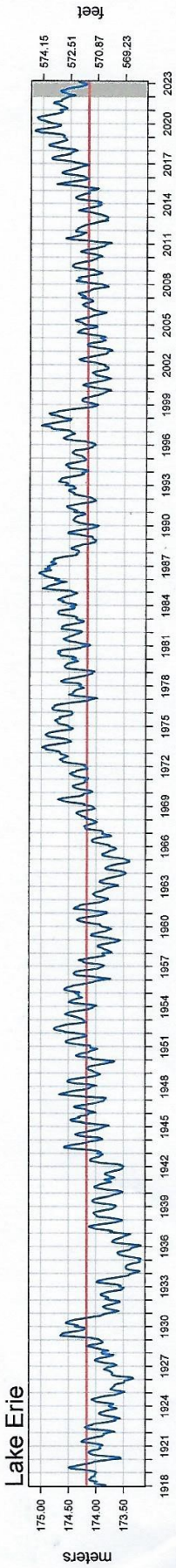
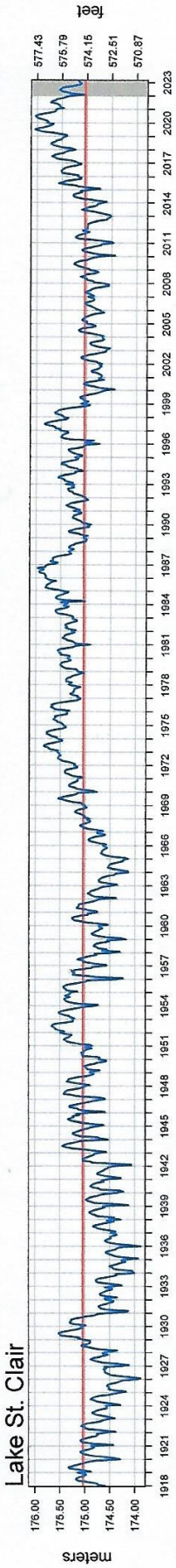
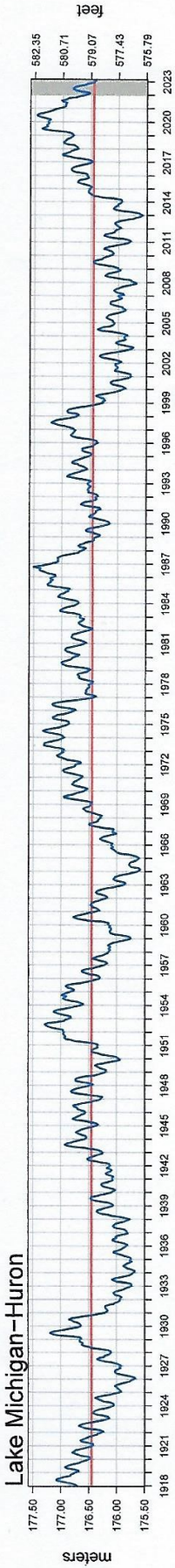
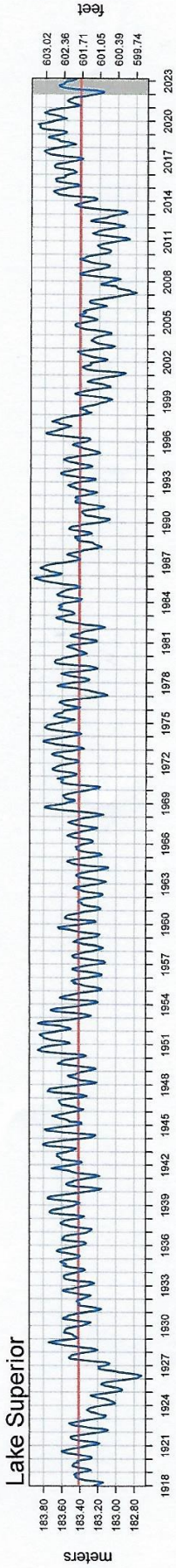
Gary B. Gustafson, P.E.

2023



Great Lakes Water Levels (1918-2023)

— Monthly Mean Level — Long Term Average Annual



The monthly average levels are based on a network of water level gages located around the lakes. Elevations are referenced to the International Great Lakes Datum (1985).

Water levels have been coordinated through 2021. Values highlighted in gray are provisional.

Member-Submitted Photos



Bill Topping watching as HIS boat launches!



Lynn Keenan rallying the troops at boat launching.



Kevin Traut, Brian Keery, Joe Amorese and Jim Forger fixing ALL of the burners on the big grill.



Paul Ward and crew building a safe steps and railing at the club opening.

More Member-Submitted Photos



Bob Spencer painting the bottom of the committee boat.



Lynn Keenan. and the whole Keenan clan and crew (fixing the pavers along the basin).

Photo credits: Rich Wiest



Launch day. Leak found.



Repair made.



Inspection assured by engineers.

Photo credits: Dave Smith

Yet Another Member-Submitted Picture



It's official: Iron Man Glenn officially marks the basin water level on launch day!

Submitted by Dave Wright

A safety moment: Years ago, while working at Kodak, a safety engineer described an incident when a trash collector was killed by an exploding propane cylinder. The cylinder was disguised as trash and, during compaction, it exploded, killing the worker.

There are proper disposal procedures for propane tanks and expired fire extinguishers. If you need help disposing of such items, contact Jim Balmer for assistance.

Another safety moment: A while back, BYC experienced a boat explosion at the gas dock. At that time I realized that I was oblivious to the locations of club safety equipment such as the large extinguishers inside the club. Over the years, they had faded into the background.

Members are encouraged to note the locations of extinguishers, basin ladders and throwable flotation devices and point them out to family and visitors.

A Report From Newport: The Ocean Race returned for the third time to Newport RI. This great around the world race is using Imoca 60 foiling sailboats for the first time capable of hitting speeds upwards of 35 knots. The town was hopping all weekend long with the race in town as well as the annual Oyster festival. We spent the whole day Sunday on the water close to the action watching the boats start their race on this next leg from Newport to Aarhus Denmark. There were thousands of people on shore at Fort Adams State Park watching the racing action as well as hundreds of spectating boats. The American backed team 11th Hour Racing was eager to impress the home crowd and took the lead right off the start line and held that lead through most of the day. The top 3 teams in this round the world race are only separated by 1 point overall at this time and this leg to Denmark is worth double points... I bet whoever wins this next leg will win the entire race so let's go 11th Hour Racing!! I have a million photos and videos from the race if anyone would like to see more please see me.

Joe Buzzard"



Another report from Newport: I was in Newport RI this weekend for the Ocean Race sendoff from Newport to Aarhus, Denmark. I am attaching a few photos from the in-port race and start of the next leg. The American boat, skippered by a native of RI, is the "11th Hour".

Joe Logan



Water Quality Research

Two water quality studies are being conducted in the water off our beach. The first, conducted by the United States Geological Survey, will consist of single-day sampling events, once each month. Sampling began this month (May) and will continue through September.

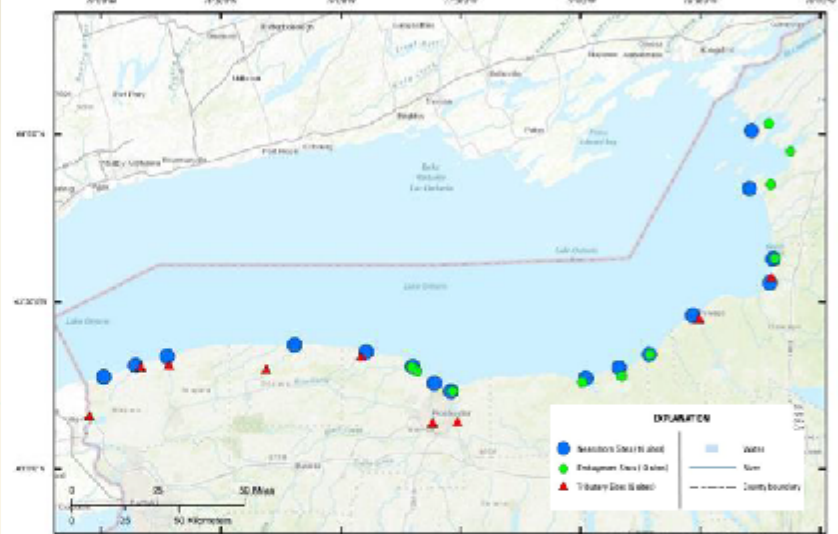
The second study is headed by a researcher from Cornell University. She is looking at shoreline mercury concentrations. A single sample of lake water off our beach will occur early to mid July. Both she and the USGS have BYC contact phone numbers in order to request access. They are supposed to give adequate notice, although that didn't happen earlier this month. Lucky for them, some club members were on site when they arrived.

Contact Jim Balmer with concerns or questions.



Lake Ontario Nearshore Nutrient Study (LONNS)

- Great Lakes Restoration Initiative (GLRI)
- Characterize the impacts and connection between tributary nutrient inputs and nearshore water quality to support the development and improvement of lake Ontario nutrient models



(2018)

Collaborators

- ❖ NYS Department of Environmental Conservation
- ❖ SUNY-Environmental Science & Forestry
- ❖ USGS-Upper Midwest Water Science Center (Mercury Lab)

- April – September 2023
- Southern & eastern shores of Lake Ontario
- Tributaries, embayments, and nearshore sites

Racing News

Racing

Monday

Centennial Cup (West, Cobourg)

Founders Cup (West, Sodus)

Tuesday

Founders Cup (East, Crescent)

Centennial Cup (East)

Wednesday

Freeman Cup Long-Distance

Overnight Race

Friday to Sunday

Course Racing

Food & Fun

KYC chef breakfast, lunch, dinner. Pre-order with registration.

Live bands after racing, and all beautiful Kingston has to offer.



LYRA
Kingston Yacht Club



July 24-30, 2023

Register now!



[LYRA2023.ca](https://lyra2023.ca)

**Early Bird Registration
Until May 31!**



Sponsors

Marine Outfitters of Kingston
Loyalist Cove Marina of Bath
North Sails Canada

Contact

Kingston Yacht Club
1 Maitland St.
Kingston, ON K7L 2V3

lyra2023@kingstonyachtclub.ca
(613) 548 - 3052 ext. 215

Submitted by Eric Grape

Race Opportunities (see Bob Burkhardt for further information)

I availed myself of two racing opportunities last year which were great fun and which I intend to enter again this year. They are:

- The Henri Invitational Race at Oak Orchard Yacht Club. It's a 15 mile medium distance race - twice around a 7.5 mile course. There are genoa only and spinnaker fleets. It's July 15 this year with a \$35 entry fee. There was a nice party and awards ceremony after. All dockage is free.
- The Sunset House Hospice Regatta at Genessee Yacht Club. This event benefits the Sunset House hospice house in Irondequoit. The three-race regatta is August 19. Entry fee was \$150 last year which included breakfast, the post-race party, a dinner ticket and awards. There are genoa only, spinnaker and cruising boat fleets, dockage is free.

If you want to support the Sunset House, but don't want to race, you can sponsor myself or any of the other BYC racers

Also, please let me know if you would be interested in having a single-handed race this year. If we get enough interest, we could set something up.

See me at the Club or contact me at 585-698-4850 if you have questions or comments

Bob Burkhardt

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.

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: Steve Locke and Dave Wright
- Docks and lockers: Jude Eichas
- Sunfish: Jason Evans
- Porthole: Jim Balmer
- Friday Evening Family Racing Program: Rob Waugh
- Campabilities (visually impaired sailing program): Jim Balmer

2023 Camp Abilities

The 2023 Camp Abilities Brockport will be held June 25 through July 1. The organization has requested the we, as a club, consider offering our skippers and boats for the sailing portion of the camp. In prior years, many members have donated their time and use of their boats in order to enrich the lives of visually impaired young people. In turn, BYC members have also been enriched.

Background: Camp Abilities Brockport is a one-week educational sports camp for children and teens who are blind, visually impaired, and deafblind. The camp is set up to provide a one-on-one instructional situation for each person, which is often on the contrary to other camps designed for people with visual impairments.

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 May, 2023



... 🤔 🤔 .. I have questions...



Submitted by Gary Hartman

Boats For Sail

(There are three in the club)

C & C 25 - Whippersnapper

1983 always at BYC - Great racing history

\$6000, Call Al Waugh 585-317-2535

FOR SALE 1991 Tartan 28 Piper "Second Wind"



ASKING \$25,000 or make offer Call Nancy Fox at 585-733-0662

LENGTH OVER ALL (L.O.A.): 28' 3"
BEAM: 9' 11"
DRAFT: 3' 11" Shoal Draft
DISPLACEMENT: 6,300 US Lbs.
PROPULSION SYSTEM: Sail and auxiliary diesel.
FUEL CAPACITY: Approximately 16 US Gallons
AC POWER: 120 volt.
DC POWER: 12 Volt
FRESH WATER CAPACITY: 16 US Gallons
ENGINE: 19 HP Volvo Penta inboard diesel.

"Second Wind" has undergone a near total refit within the last 10 years which includes:

- Newer sails (Roller Furling Genoa)
- Self-tailing winches and line adjustable Jib cars, Rigid Boom Vang
- Newer canvas: Dodger, Bimini and Connector
- Newer electronics: Raymarine, Depth, Speed, Wind, Chart Plotter, Auto Pilot
- Newer VHF Radio with remote Mic in cockpit
- Newer Fusion marine stereo with remote and speakers in the Salon and Cockpit
- Adler Barbour 12v refrigeration, Safe Gas stove and gas grill.

This boat is in very good condition, absolutely loaded and offered turnkey. Many extras are included. "Second Wind" is offered for sale until mid-November when Nancy leaves for Florida. In the spring when Nancy returns, the boat will be listed with a Broker. If you are interested, act now before listing.

Second Wind Fact Sheet 1991 Tartan 28

Rigging:

- Newer Sails (Main and 135 Genoa)
- Self-tacking Jib track
- Harken Roller Furling
- Rigid Boom Vang
- Lewmar #30 2 speed self-tailing winches
- Line adjusting jib cars
- Backstay tensioner

Newer Canvas: Dodger, Bimini, Connector

Deck:

- Opening port lights with screens and Hatch bug nets
- Teak cockpit sole grate
- Gas Grill
- Swim Ladder
- Winter Cover

Electrical:

- Dual batteries (New in 2021) Interstate Deep Cycle SRM-27 600 CCA
- New Mar RM-20 Battery Charger
- Shore Power and Cord

Electronics:

- Newer instrumentation : Raymarine i50 Depth, i50 Speed, i60 Wind
- Newer Raymarine Auto Pilot: EV-100 Tiller Sail
- Newer Raymarine Chart Plotter
- Newer Marine Stereo: Fusion MS-RA200 with remote control. Speakers in Salon and Cockpit
- Nav Station

Below Decks

- Galley: Adler Barbour Cold Machine refrigeration. Safe Gas 2 Burner stove.
- Standard Marine Head
- V-berth with insert cushion
- Quarter Berth
- Cushions in good condition

Engine:

Volvo Penta Diesel Model 2002B DL DT, 19 HP. Replacement hour meter shows 136 hr. Estimated actual hours are 1,000 hours. Racor Fuel Filter. Full instrumentation.

Bilge Pumps: Automatic pump in the keel bilge and a manual pump in the cockpit.



1991 Tartan 28 Piper "Second Wind"



For Sale: 1982 O'Day Javelin. 15 feet long. Deck step mast for easy raising. Trailer included. Clear, transferable registrations. Great small lake boat.

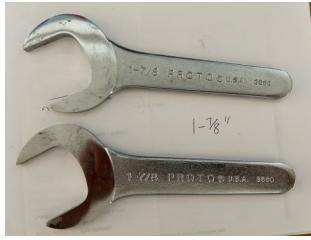
\$800 Dave Pulhamus 352-0149 hpbande@gmail.com

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



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

Collectables and Other Fun Stuff

If there are any members interested in the Baltimore & Ohio Railroad, Dick Olson has some information you might be interested in.

If anyone is interested in HO trains, Dick Olson has a lot of "stuff" for sale.

Rolsonesq@gmail.com



Lewmar #10 single speed winch, \$75

Contact Jim Balmer



NICRO MARINE SNATCH BLOCKS

2 Available, \$70 each

For Rent: 7561 Sandy Harbor Drive ,
one bedroom, 1 bathroom and a large
loft., Monthly Rentals: \$1,400

Contact: Carrie (Bob Jones' niece)

BRANDYL2@HOTMAIL.COM

585 490-4868

Porthole editor's note: The Porthole generally doesn't contain non-club or boating related ads, however, this rental might be of interest to members and our families. It's just down the road from our club.

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

Marine Services and Resources

Editors note: This is a newly added section to the Porthole. Feel free to submit ideas and recommendations for such things as engine repair or custom canvas work. The two pages following this one have listings for marine surveyors for those looking to buy a new boat, even as far away as Europe and Africa.

Custom Teak Grab Rails, (etc.)

Burt Ringelstein

(585) 425-3230

(or you can talk with him on the porch)

LOCCA

BYC is a member of the Lake Ontario Club Cruising Association (LOCCA.org). The organization provides information such as club-specific restrictions or changes to local navigation. The LOCCA reciprocity repository has a table of the reciprocal policies for each of the 54 member clubs. There are links to each club's website.

Marine Surveyors

(Page 1 of 2)

New York

Shawn Bartnett

NAMS, CMS

585-738-6752

bartmarsr@aol.com

USCG Captain John Flick

Safe Yacht Surveying

SAMS SA

ABYC Master Tech

US Power Squadron

Graduate of The Landing School and Chapmans

School of Seamanship

607-329-0795

jtflick@hotmail.com

Clayton Stevens

Chapmans School of Seamanship grad

USCG licensed Captain

Not SAMS or NAMS accredited

716-868-4956

cstevens@sail-stevens.com

Captain James R. Smith SA

Captains Boating Services LLC

SAMS

Western New York in summer, Florida in winter

716-830-3429

www.Captainsboatingservices.com

Jrs1202@yahoo.com

Joe Vater

585-314-3843

Good for mid-state boats

Joe.vater@gmail.com

Capt. John Pomaranski

Master Marine Surveyor

USSA & ABYC

Grand Island, NY 14072

716-984-0272

pomaranskisurveys@yahoo.com

Charles Obersheimer

US Surveyors Association

716-868-0887

Not NAMS or SAMS

charlieobersheimer@gmail.com

Key to Acronyms

NAMS: National Association of Marine Surveyors

CMS: Certified Marine Surveyor

SAMS: Society of Accredited Marine Surveyors

SA: Surveyor Associate (SAMS)

AMS: Accredited Marine Surveyors

Michigan

[Jack & Matt Morman](#)

Morman Marine Surveyors

SAMS

Surveys and deliveries

586-764-4898 Jack

313-506-2999 Matt

586-469-3898 Lee, Office Manager

Harrison Township, Michigan

Jim Traige

AMS

Detroit, Michigan

800-223-8816

[Davis & Company](#)

Marine Surveyors

(Page 2 of 2)

Ohio

Kevin R. Bache

AMS, IAMI, NAMS

Sandusky, OH 44871

419-684-7910

[Bache Marine Consulting](#)

Ben Gommel

AMS

North Ridgeville, OH

440-610-3744

440-522-7609 cell

[Davis & Company](#)

Gregory Group

[Great Lakes Marine Surveyors, Inc.](#)

NAMS, CMS.

Will travel to almost anywhere including the

Americas, Europe, and Africa

Mentor, OH 44061

440-946-1111

David Leonetti

[Popeye Marine Group](#)

SAMS, ABYC

Chardon, OH 44024

Will travel up to 200 miles

440-339-4518

Brian McGlivray

North Coast Marine Survey, LLC

SAMS, ABYC,

USCG 50-Ton Captain's License

Graduate of Chapman School of Seamanship

Surveys and deliveries

Port Clinton, OH

ncmsurvey@aol.com

419-707-7010

David A. Monak

Monak Marine Surveying

AMS

Huron, OH 44839

419-656-4680

John C. Roesch

[Water's Edge Marine Survey](#)

AMS, SAMS

Sandusky, OH 44870

416-656-6366

Pennsylvania

Charles Miller, AMS

North Coast Marine Services

SAMS, ABYC, IAMI

877-815-2830

814-833-9098

Erie, PA

Will travel to most areas

NCMS@neohio.twcbc.com

Ontario

Vanderperk Marine Services

Local for Ontario boats

Niagara on the Lake, Ontario

905-468-2814

Peter H. McGuire

Fastnet Yacht Services-website

SAMS & AMS

Toronto, Ontario

416-239-5782

416-809-2186 mobile

mcguirepeter@rogers.com