

MBYCA
GENERAL MEETING
January 29th, 2021
(Zoom meeting)

The January 29th, 2021 general meeting of the Massachusetts Boating and Yacht Clubs Association, Inc was held as a Zoom meeting. Commodore Carolyn Bargoot called the meeting to order at 7:30 pm. She wished P.C. Russell Hoy a speedy recovery from his surgery.

SECRETARY'S REPORT: P.C. Cheryl Chisholm informed the attending membership of the emails sent during the past two weeks pertaining to this meeting.

They were as follows:

- *Palmer's Cove started a fund raiser in Salem to gift \$100 to restaurant and bar workers affected by the COVIC restrictions on indoor dining. It went viral and raised \$7,500 in just two weeks. They have surprised 54 workers at the time this email was sent. You must be nominated.*
- *America has a GPS problem*
- *North Atlantic Right Whales Vessel Speed Rule Report released*
- *Yacht Insurance questions and information*
- *Kidde Mishandled Problems with Its Fire Extinguishers for years*
- *Long Island Bridge information*
- *E-15 Gasoline Warning Labels at the Pump do a poor job*
- *2021 Scholarship application*
- *2021 Delegate/Alternate form*

ROLL CALL OFF OFFICERS AND BOARD MEMBERS: All officers and board members were in attendance with the exception of P.C. Russell, who was excused and V. C. Jack Swanson, who was not excused.

ROLL CALL OF CLUBS: We had 23 members in attendance representing 17 yacht clubs.

TREASURER'S REPORT: P. C. Ted Chisholm reported a balance as of December 31st of \$10,401.79. 58 Clubs paid in 2020 with 8 outstanding. They have been re-invoiced. Invoicing for 2021 has been completed and 11 Clubs have paid so far.

The 2021 Audit Committee has been selected.

A motion to accept the Secretary's and Treasurer's reports was made. It was seconded and passed.

COMMITTEE REPORTS

PORT OPERATOR'S GROUP: (POG) P.C. Peter Gilson spoke on the following:

USCG:

- Captain Eric Doucette stated that each sector will be bringing a cyber person on board.
- His replacement will be Captain Caleigh Benson, who has previously served In Boston. The Change of Command ceremony will be in the spring.
- Tim Chase, Mark Cutter's replacement, announced that Sector Boston will transition to the electronic Notice to Mariners mentioned last month. A formal announcement will be published in the next few weeks with details on how to sign up for this new service.

MASSPORT:

- Mike Myron announced that the aviation segment is down between 70 and 80% and they anticipate a year end recovery, assuming the pandemic comes under control. Also, tighter restrictions could negatively impact the business recovery.
- Cargo business is up by 8%.
- The cruise business is in limbo and a test sailing exercise is required prior to any resumption of activity. There is currently no schedule for any such activity.
- They are acquiring a new **people mover** this year which will attach to the ships.
- They have received approval for vaccinations of terminal workers in Phase II
If anyone who would like to have a meeting at MassPort , there is space and details will be forthcoming.

MBHSC: (Mass Bay Harbor Safety Committee)

- No formal report

CYBER SECURITY:

- A GPS spoofing briefing was discussed and a shortened (less than multi hours) version may be available for presentation to the POG at a future date.

ACOE: (Army Corps of Engineers)

- Mark Cutter reported that numerous questions have delayed the opening of bids for the "blasting" phase of the harbor deepening project. This is the area between #4 and #6 nun, as you are coming into Boston Harbor, just before Castle Island, where they are removing ledge. As of now, the hope to open bids in late January, about a month late. As mentioned in previous reports, this activity will likely have an impact on the recreational boater during the summer of 2021. Mark will hold "outreach planning" meetings once a contract is awarded and a firm schedule is set.

GENERAL:

- Mike Rauworth, President, Tall Ships America, announced that they will be holding virtual planning meetings on four Thursday afternoons starting on February 4th through February 25th. He will send more information to the POG. As of now, no one knows when the next Tall Ship event will be held; definitely not this year! (See attachment #1)
- Lauren Beagan announced that Cruiseport Boston Black Falcon Terminal is making their facility available for "**hosting meetings**" etc., limited to the current guidelines for

Covid-19. They have “nothing but space” and high-speed internet available. No mention of rates, security, etc. at this time.

CHELSEA CREEK STUDY:

- I inquired as to the status of the **Chelsea Creek Widening Study**, which was due at the end of 2020. Harlon Dormier, study manager, explained that the report has been submitted to the CG Sector Boston and the Army Corps of Engineers for review and approval prior to public release. They have received an extension until March but hope to release the report by the end of January.
- Virtually **100%** of jet fuel for Logan Airport, diesel fuel, etc. passes through this channel.
- As a reminder, this study was commissioned last year to look at four options to widen the waterway to allow night operations by vessels that carry hazardous materials, i.e. “red flagged vessels” which have absolute priority for bridge openings. As of now, they can only operate during daylight, due to the narrow channel and safety considerations. The new bridge was built about 8 years ago but turned out to be the “wrong bridge”, since it requires 19 minutes to cycle versus 6 minutes for the old bridge and there are approximately 2,000 openings each year. (do the math!)
- The only way to alleviate the traffic problems is to allow night navigation, which requires widening the channel in critical areas.
- The CG has toured numerous State employees through the area and briefed on the importance of the channel to the port. However, competing priorities, such as housing development, business, etc. are also a priority if the State. Stakeholder investment will be required and will require organized lobbying.

LONG ISLAND BRIDGE REPLACEMENT (Design and Construction)::

- Craig Spear, V.C. Winthrop Yacht Club and a member of Pelagic Sailing Club, sent an email with regards to the replacing of the Long Island Bridge and its construction. (see **attachment #2**) He would like to MBYCA support a campaign for a higher bridge. The old bridge had a clearance of 51 feet with a 150-foot span. Building a replacement bridge would have to be proposed by the City of Boston and would be an opportunity to increase the draft (height). This was placed on the agenda at the MBHSC meeting. The Committee agreed to send a letter to the Mayors of Boston (who does) and Quincy (who does not) want this and a copy sent to the person in charge of bridges and the Coast Guard. The MBHSC’s letter stated that in their opinion the Long Island Bridge replacement clearance should meet the federal standards for navigable channels of a 65-foot air draft while maintaining the 150-foot channel width. Under no circumstances should a replacement bridge be less than the original clearance of 51 feet or 150-foot width. This was sent to both cities and the Coast Guard with no response so far.
- The Coast Guard’s suggestion was to get a meeting together with the National Park Service, the Boston Harbor Island group, including the waterway users, ferry services, tugboat companies and local yacht clubs and then come up with a brief statement as to why a 51-foot clearance would not be acceptable.

QUESTION:

From Delegate Wally Pozark – Dorchester Yacht Club:

Question on Cape Air update?

Cape Air received approval but never finalized where the shore-side dock would be. Nothing has happened since then.

Tail Winds, another seaplane company, has applied for approval as well.

LEGISLATION: *P.C. Bill Scanlon reported the following:*

In your packets are a few things legislative related....

- **E-15:** *Is an issue we need to pursue and keep an eye on. We do not need it to go any higher. In Massachusetts we don't have a choice of fuel at fuel docks. In Florida you can choose non-E-15 fuel at stations.*

Jerry Hiatt – Delegate from Savin Hill Yacht Club – strongly asks what kind of legislation do we need to stop the E-15 for mariners and honestly any machine that requires gasoline.

- **INSURANCE:** *There is a trend in some insurance companies refusing to insure older boats. Older by the age of 40 has been mentioned and designated. Bill did some research. He went to Sailor magazine and his own insurance company on coverages.*

** Brian McMahon, Delegate from Jubilee Yacht Club and an Insurance company owner explained the following:*

What an insurance company will typically do when a boat gets out to a certain number of years of insuring for a long time, they will ask you to self-certify that all your through-hull fittings are in perfect condition and things like your shaft log are also in good operating condition. If you certify that they are and your boat sinks because there was a leak through them, they can say that they are not going to pay because you stated they were fine, and yet their failure caused your boat to sink.

At a certain point they may require an insurance survey, which is somewhat less detailed than a buyer's survey. It looks at the boat in terms of how likely it is to stay afloat and not get into trouble, as opposed to how well the fiberglass has been cared for or what the galley is like. That's the typical routine for renewing a policy for an existing client. Probably if you have an old boat and are a first-time applicant for the insurance, they may require the insurance survey right from the start, even before they consider you.

You might want to deal with a broker as opposed to one insurance company because insurance companies have different standards on boat insurance. Some are very loose, and the prices tend to be rather high, some are more restrictive and then their prices are low. So, if you have an older boat that is harder to insure and you can't get it from one insurance source, you really need to talk to a broker representing several insurance companies.

You need to have liability insurance, at least. If someone gets hurt on your boat or if you hurt someone else with your boat or if you hit somebody else's boat, it's like a car with no car insurance on it. Many yacht clubs and marinas now require proof of insurance before they will allow you to store your boat. So, even if your boat isn't worth a lot of money and you're thinking of going uninsured, you would be risking your family's economic security.

Most companies will not sell liability insurance only. They want to insure the boat for physical damage. They want to have some idea what state the boat is in and ask if it's likely to cause some damage to other boats.

Remember that selling your boat and simply stopping your insurance payments will cause a problem if you buy another boat and want insurance again. You need to tell your broker to cancel the first policy, so that you won't be considered to be a deadbeat in the future. You may also be entitled to a partial refund of the insurance premium.

So, those are the things that Brian would like members to consider. If you have any questions you can email him at brianrmcmahon@comcast.net.

- *There are people with a lapse in insurance that can't find insurance companies to insure them. Progressive and Geico will cover older boats.*
- *Rob Scanlan – Commonwealth of Massachusetts Licensed Marine Investigator and Mass State Police Cert-Unit #LP11248 Marine Sector – Accredited, Certified Registered Marine Surveyor & Marine Engine Diagnostic Technician - email: yacht1ship@gmail.com
Office: 781-595-6225 (See ads in 2020 yearbook – pages 126 and 127)
American Institute of Underwriters are the people who write the insurance for the agents.
If you have an older boat save digital photos and maintenance logs and receipts.*
- *Insurance should be mandatory at all yacht clubs.*
- *A good stabilizer is BIOBOR which is found at Walmart. There is one for gas and one for diesel. It is on Walmart's website. (See attachment #3)*

YEARBOOK: *P.C. Cheryl Chisholm stated the following:*

- *Outstanding 2020 yearbook invoices have been mailed before the start of our 2021 season. We have 12 outstanding invoices.*
- *2021 Yearbook packets are being assembled and will be mailed out this coming week.*
- *The deadline for "Club of the Year" is April 23rd, 2021. To be Club of the Year, a member club must have all their members included in the yearbook and have it submitted before April 23rd.*
- *The 2020 100% Yearbook plaques have been mailed out to the 32 100% clubs. Thank you for all your support!*

SCHOLARSHIP: R.C. Neal Caten, P.C. mentioned the following:

- Scholarship raffle will still be held and anyone wanting tickets to contact either Neal (kten1010@gmail.com) or Cheryl(mbyca.cpc46@gmail.com) . The prize will be a hard bottom inflatable again this year. Tickets are \$10.00 per ticket and the drawing will be either at a hopeful Rendezvous in August or at our September general meeting.
- The **deadline** for the scholarship itself is **April 8th, 2021**. We will have two \$500 scholarships ready to give out!!! (See attachment #4)

MEMBERSHIP: R. C. Neal Caten, P.C. also mentioned he will be soliciting clubs that have never belonged to MBYCA and is drafting a letter to send out along with a 2020 yearbook.

SAFE BOATING: P.C. Peter Caten spoke on the following:

- Throwable raft – it can be thrown about 40 feet and can inflate once it hits the water. It is 11 inches with 4 inches in diameter. The cost is about \$150.00. The flier will be on the website. (See attachment #5)
- Kidde fire extinguisher – he has only had good experiences with them. No one at the meeting has had any issues with them either.

COMMODORE'S REPORT: All future general meetings will be held on Zoom until further notice.

OLD BUSINESS: NONE

NEW BUSINESS:

- Audit Committee for 2021: The Chairman is P.C. Larry Capriotti from Mystic Wellington Yacht Club and P.C. Paul McDougall from Charlesgate Yacht Club.

NEXT GENERAL ZOOM MEETING: *Friday, February 26th, 2021 at 7:30pm*
Invitations to the Zoom meeting will be emailed the morning of the meeting.

MOTION TO ADJOURN: Was made at 9:02 p.m. It was seconded and passed.

Respectfully submitted by,

P.C. Cheryl Pote Chisholm
Secretary/ MBYCA

