

Profit From Marinas Topic at Syracuse

Profitable marina operation ^{was} the focus of the first statewide marina operators meeting, ~~to be held in Syracuse from 1:00 p.m., Thursday March 28 to 3:00 p.m., Friday March 29.~~

Topics to be covered include, "The Gas Shortage and Your Marina Operation;" "Getting Permits for Expansion;" "New Storage Techniques;" "Liability in Your Marina" "Organizing for Action" and "State Plans for Marinas."

A special feature will be a report on the New York Marina business survey conducted under Sea Grant auspices in 1973. The researchers visited over 169 marinas spread throughout New York State. A number of Long Island marina operators heard a report on the downstate marina businesses at the New York Boat Show and the intense questioning and discussion which followed suggests it should have equally high interest to other New York marina operators. Here's a good chance to find out how your marina compares to others in the state.

Neil Ross, Rhode Island Marine Trade Association; Professor Joseph Bugliari, a lawyer at Cornell University; representatives of the State Department of Environmental Conservation, Office of Parks and Recreation, the U.S. Corp of Engineers and the U.S. Bureau of Outdoor Recreation will speak and respond to questions you have.

The conference at the Holiday Inn (West) in Syracuse is open to any interested person. A registration fee will be charged to cover luncheon, coffee and proceedings.

A unique feature of this conference ^{will be} a panel of marina operators discussing how they are attempting to make money while solving problems of waste handling.

An attempt will be made through the Sea Grant Advisory Services to pool rides or perhaps charter a bus if there is sufficient interest among marina operators on Long Island or western New York State. Another travel possibility, train service to Syracuse, is really quite good!

The last portion of this conference will be held in conjunction with a campground operators conference. Those recreation businessmen have been meeting with Cooperative Extension's assistance for many years and the numbers attending that conference have grown to approximately 150.

"Coastlines" readers interested in marinas should have received a program describing the conference. If you have not, or have a friend who would like a program, contact the Advisory Service offices listed on the back page for an extra copy.

DEDUCTING FLOOD DAMAGE

The 1973 Federal Income Tax has provisions for persons whose property suffered damage due to high water and flooding in 1973. Such damage is classified as a casualty loss, thus property owners can make certain deductions on their 1973 income tax return by following Internal Revenue Service Guidelines.

These Guidelines state that a property owner must:

- 1) prove that the casualty occurred. Newspaper clippings and pictures will help here.
- 2) substantiate the value of the property immediately before and after the casualty. Appraisals by a competent expert are important.
- 3) document the cost of repairing the property. Cancelled checks and vouchers will help the property owner. (The cost of protective devices against future casualties is not deductible.)
- 4) show the original cost of the property as the loss cannot be greater than that. Property owners should

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This is the first in a series of special issues of "Coastlines" focusing on specific topics of concern to our readers. Future topics will include Coastal Zone Management, Marine Foods and New York's Commercial Fishing Industry. Your comments and suggestions are welcome and may be sent to: Linda J. Camp, Editor "Coastlines," Fernow Hall, Cornell University, Ithaca, New York 14850.

A MARINE RADIO FOR YOU?



Many pleasure boaters are interested in installing a marine radio on board their vessel for the safety and convenience it provides to the boat owner. Direct communication with the Coast Guard is provided and weather information is continuously broadcast by the National Weather Service. Marine telephone service is available (with extra crystals) which enables the boater to call virtually any telephone in the world if he is in radio range of a marine radio telephone station. While many recreational boaters have equipped their vessels with citizens band (CB) gear it is not considered reliable for emergency purposes since the Coast Guard is not required to monitor these frequencies. The citizens band radio has a much shorter range and much more interference and static than VHF/FM.

VHF/FM

There are now no licenses being issued for AM marine radios. All installations now must be of VHF/FM equipment. This new FM gear has better audio characteristics than the AM gear; its main drawback is its limited range (50 miles). The advantages of static and interference free operation will outweigh the drawback of the limited range for most pleasure

boat owners. Those boats that need greater range can install single side band (SSB) gear if they (1) already have a VHF/FM on board and (2) can prove that they regularly go more than 20 miles offshore.

Licenses

To equip your boat with VHF/FM gear two licenses are required, (1) a station license and (2) an operator's license.

Licenses and forms are available at Federal Communications Commission Field Office Marine Division, 641 Washington Street, New York, N.Y. 10014. If you appear in person an interim license will be issued which enables you to immediately use your gear. The processing time for mailed applications is about six weeks.

There are additional rules and license requirements for "compulsory equipped" vessels (such as those carrying passengers for hire). These commercial boats should call the New York Field Office at 212-620-5746 for additional information.

An information sheet on the FCC radio regulations and how they effect pleasure and commercial fishing vessels is available (free) through the Stony Brook Advisory Service office. The address is listed on the back page.

Flooded Property(continued from front page)

note that forgiveness loans and insurance proceeds are treated as other compensation and must be used to reduce the amount of loss.

For further information on casualty loss deductions due to last year's high water problems, contact either your local Sea Grant Advisory Service or Internal Revenue Service Office.

SURVEY PRESENTED

Results of the 1973 New York Marina Survey were presented recently during the Annual Boat Show in New York City. Some 34 representatives of New York's marine recreation industry gathered at the Coliseum to hear Tommy L. Brown and T. Scott Davis of Cornell University present their research findings.

Mr. William Rosenfeld, from the National Association of Engine and Boat Manufacturers was also present to discuss the energy problem and its implications for the boating industry.

In a discussion section following the reports, audience members agreed that obtaining fuel readily and at a fair price will be a major area of concern for marina operators this year. Obtaining permits for dredging and construction was also cited as a common problem. Other topics covered included insurance for marinas, forming associations of marina operators and recent legal decisions affecting the recreational boating industry.

William Walters, Regional Marine Specialist of the New York Sea Grant Advisory Service, chaired this highly successful meeting.

Oregon State University Extension Service has issued a new publication entitled "Fishing Business Management." The bulletin was prepared to assist fishermen in understanding some of the terms and concepts of business management as they apply to fishing. There are no "shortcuts" to better management, and the bulletin does not pretend to provide ready solutions to management problems.

Unfortunately the terminology of business management is frequently confusing to the uninitiated. Businessmen, as well as fishermen have their own "language." Although new (and sometimes confusing) terminology is minimized here, readers of the publication should be prepared to learn some new business management concepts.

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COURT RULES ON SHORE

Excerpted from a speech by W. Keith Kavanaugh, Institute for Colonial Studies SUNY at Stony Brook

A recent court ruling has affirmed the right of riparian owners (those persons who own property which fronts on a navigable body of water) to construct docks, piers or wharves — apparently without paying a fee to their respective towns.

By common law this nation's waters and the lands under them belong to the public. Thus, throughout most of history, individual towns, as trustees for the people, have retained the right to regulate the activities of riparian owners when these activities concerned wetlands. But since the turn of the century, the courts have tended to give more and more control to private citizens. This latest ruling appears to take this process one step further.

It is unclear at present how strongly this decision will play upon future events within the state. Though it would seem to give marina and yacht club owners a free rein, there are still some important constraints on unbridled use of the foreshore and lands under water.

One of these is the Tidal Wetlands Act as revised in 1973. This prohibits the filling in of wetlands or lands adjacent to them without the appropriate permits from federal, state and local agencies. After permits have been obtained, property owners are not free to proceed as they wish, but must abide by all local rules, regulations and ordinances.

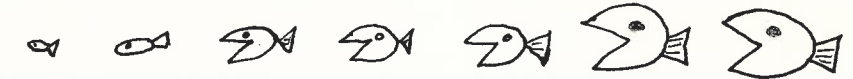
In addition:

- 1) a riparian owner may not bulk-head and fill in below the high water mark without express permission of the town or state — either of whom has the free simple title to it.
- 2) If he constructs a dock or pier over the foreshore to gain access to navigable waters he must allow the public to pass over or under any such structure.

- 3) What he does cannot interfere with the right of the public to navigate on the waters and take fish and shellfish from the waters and the lands under those waters.
- 4) Whatever he does must be directly related to commerce and navigation.
- 5) And, a riparian owner may not dredge beyond the high water mark to create deeper water for his own purposes or to have better access to a navigable chan-

nel unless he can prove that he has clear title to the lands under water.

Other legal proceedings stemming from this decision are very likely to arise in the coming months and could well establish precedents of another kind. "Coastlines" readers interested in further details on any of the above points should contact: W. Keith Kavanaugh, Institute for Colonial Studies, State University of New York, Stony Brook, New York 11790.



Common names of various species of fish have long presented problems of identification and labeling of fishery products because the same species may be known by different names in different parts of the country or even in the next country. The problem is receiving special attention from the National Marine Fisheries Service.

NMFS points out that several thousands of marine food species have taxonomically accurate scientific names recognized throughout the world by fisheries scientists, but because of different common names in different locales the situation leads to confusion in the marketplace. Under existing statutes NMFS is responsible for grade standards and descriptions of fishery products so a logical extension of these activities would cover matters pertaining to market nomenclature for fishery products.

Any recommendations and comments on standardizing fish names should be submitted to: the Director, National Marine Fisheries Service, NOAA, Department of Commerce, Washington, D.C. 20235 on or before March 29, 1974.

I WANT MORE

Further details to help solve several coastal problems are available. Each month we will try to list several publications of possible interest to you; check off those you would like and return to the Sea Grant Advisory Office nearest to you. Addresses are listed on the back page.

- ___M1 — Fishing Business Management. 8 pp. (Oregon Sea Grant — reprint)
- ___M2 — Floods: Nature's Effect on Man. 17 pp.
- ___M3 — Shoreline Protection Bibliography (mimeo.)
- ___M4 — Fulton and South: Prospects and Potentials of N.Y. State Seafood Processing and Wholesaling Industries. 11 pp.

There is a charge for the following publications. Make checks payable to "Cornell University."

- ___A1 — New York Sea Grant Year III Proposal. 109 pp. \$2.00
- ___A2 — Management of the Biological Resources of the Lake Ontario Basin. \$2.00
- ___A3 — Public Images and Coastal Zone Management Part I: Policy Implications 24 pp. \$1.00
- ___A4 — Public Images and Coastal Zone Management Part II: Technical Progress Report 12 pp. \$.50

UPDATE UPDATE UPDATE

NEW EDITIONS OF CHARTS

NEW YORK HARBOR, 62nd edition of Chart No. 369 (N.O. 12141), issued Sept. 15, 1973, scale of 1:40,000. Price \$1.75.

NEW YORK-EAST RIVER-TALLMAN ISLAND to Queensboro Bridge, 26th edition of Chart No. 226 (N.O. 12147), issued Sept. 15, 1973, scale of 1:10,000. Price \$1.75.

New editions of Charts cancel former editions. Mariners are warned against the use of obsolete charts as new editions contain information essential to safe navigation. Charts may be purchased from Director, National Ocean Survey (formerly Coast and Geodetic Survey), National Oceanic and Atmospheric Administration, U.S. Dept. of Commerce and its authorized sales agents.

(from Fishery Market News Report)

Sea Grant College designation for New York's Sea Grant Program may be sought as a result of a recent governing board decision. Favor for moving ahead as though application for such designation was to be made was expressed at a January meeting of this policy making group. Sea Grant Colleges are identified by the National Oceanic and Atmospheric Administration only upon substantial evidence of a Sea Grant institution's high degree of competency and breadth of ability in working with coastal problems.

Lake Erie residents will soon benefit from increased presence of Sea Grant on that coast. Pennsylvania State University and the New York Sea Grant Program are cooperating to establish a position for an Advisory Service staff member located on the SUNY campus at Fredonia. That position hopefully will be filled by June.

Student at SUNY-Brockport will have the opportunity to participate in a study of Irondequoit Bay this spring. With the assistance of the New York Sea Grant Advisory Service, they will be investigating the possible biological

impact of opening this section of Lake Ontario to recreational boating. Their efforts should help local decision makers establish a policy for future use of the Bay.

Keep an eye open for the upcoming spring conference on the impact of outdoor recreation in the Eastern Basin of Lake Ontario. Though still in the planning stages, the meeting will center on discussions of the Lake Ontario Salmonid Program, coastal zone management, outdoor recreation facilities, and how all of these new developments are likely to effect the citizens of New York state. Further details of this meeting will be carried in future issues of *Coastlines*.

Mr. Glenn Malloff, who has been working with a Youth Development Program in conjunction with Cooperative Extension in New York City, has left that position to complete a Masters degree at New York University. His Advisory Service position is now open to applicants. Inquiries may be directed to: Grace Hilt, Recruitment Specialist, 212 Roberts Hall, Cornell University, Ithaca, New York 14850.

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