

Coastlines

NEW YORK STATE SEA GRANT INSTITUTE
STATE UNIVERSITY OF NEW YORK and CORNELL UNIVERSITY

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SUNY/CORNELL ATTAIN SEA GRANT COLLEGE STATUS

Not one, but two festive ceremonies marked the designation of the State University of New York and Cornell University as a Sea Grant College recently. The award was announced early in May by U.S. Secretary of Commerce, Rogers C. B. Morton.

"The joint SUNY/Cornell Sea Grant program, now in its fourth year, has been from the beginning an unusual and outstanding coequal partnership between the public and one private university," Secretary Morton said.

"Together," he pointed out, "they have mounted very strong programs of research, education, and advisory services in marine resources—a sustained excellence that qualifies them for the honor of Sea Grant College status."

Sea Grant College status recognizes the federal government's commitment to SUNY/Cornell for sustained funding of the program. It is the highest level attainable for a Sea Grant program. New York is the eighth state so designated out of the 26 coastal states with programs. The other Colleges are the University of Rhode Island, University of Wisconsin, University of Washington, Oregon State University, Texas A & M University, University of Hawaii, and University of California at San Diego.

Robert Abel, Director, National Sea Grant Program; Arthur Alexiou, Associate Director, National Sea Grant Program and Dr. Richard Kolf, Associate Program Director, National Sea Grant Program made the award on behalf of the Secretary of Commerce. They presented plaques designating SUNY and Cornell as a Sea Grant College to officials of both universities on May 14 and 15.



Dr. Donald Squires (left), Director of the New York Sea Grant Institute accepts the plaque designating SUNY and Cornell as a Sea Grant College from Dr. Robert Abel (right), Director of the National Sea Grant Program.

The May 14 ceremony was held at Stony Brook, one of the nine State University campuses participating in the Sea Grant program, and site of SUNY's Marine Sciences Research Center. Dr. T. Alexander Pond, executive vice-president at Stony Brook and vice-chairman of New York Sea Grant Institute's Governing Board, accepted the award there.

The presentation on May 15 took place at Cornell University in Ithaca, where David Knapp, provost of Cornell, and James Kelly, executive vice-chancellor of the State University, accepted the award.

Both ceremonies were attended by many friends and participants of Sea Grant's three year's of work—people

from advisory committees, coastal industry leaders, and local, state, regional and federal officials.

**SPECIAL
ISSUE!**

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A NEW YORK MARINE EDUCATION ASSOCIATION— No Longer Just a Twinkle in Their Eyes

By Robert J. Otterbeck (members of the publication committee
Judith A. Callaway of the New York Marine Education
Julia M. Sheldon Association)
Robert Jaeger

The New York State Marine Education Association, not long ago just a dream, was ushered into existence in great style with a day-long conference at the Suffolk County Community College on May 17. This, the group's first Annual Meeting, was attended by over 100 educators involved in or interested in the development of marine education at all academic levels, and from many geographic areas of the State. Heaviest representation was by persons from the New York City, Westchester and Long Island areas.

Remarkably, it was less than a year ago that the organization had its beginnings when Sea Grant Regional Marine Specialist, Richard Raymond, attended a National Marine Educator's Conference in Kingston, Rhode Island. At that conference Mr. Raymond learned of Marine Educators Associations in other states and felt there was a strong need for a similar organization in New York. Thus early last fall, the idea was put in motion.

It wasn't hard to stir up interest. The need for better communication among educators was strongly and widely felt, so by November over 40 interested persons gathered to discuss ideas for an organization at the Aquarium in New York City. Soon after, in January, a fifteen person steering committee met to explore the concept further. (See *Coastlines*, January-February, 1975 issue). With this May gathering, the Association was made official.

According to Mr. Raymond the purpose of the organization "is to further marine education by providing a vehicle for the exchange of curriculum materials and resources among marine educators." This will be accomplished through a number of informal, ongoing activities for various segments of the Association and a meeting of the entire membership once a year, similar to this May 17 meeting.

Keynoting the day's lively and inform-

ative program was Dr. Warren Yasso of Teacher's College, Columbia University, who spoke on how the media, in providing coverage of oceanography, can serve as an inspiration to educators. Using a slide presentation, Yasso emphasized the importance of our oceans by showing many recent magazine articles and a single day's random sampling of "sea stories" from the *New York Times* and *Bergen (N.J.) Record*. He pointed out how recent press coverage has focused on the physical aspects of the sea, including nodule mining, continental drift and undersea oil exploration. Such topics might serve as subject matter for educational programs.

During the remainder of the morning session, four educators shared their experiences with "Field Trips for Marine Studies." Mr. Maxwell Cohen of Beach Channel High School in Queens, New York explained how his students use Jamaica Bay which includes the Jamaica Bay Wildlife Refuge and areas of Gateway National Recreation area. Professor John Black of Suffolk County Community College showed a valuable Long Island Sound field trip area at Mt. Sinai Harbor near Port Jefferson. Dr. Black noted that in conducting his field trips he de-emphasizes the collection of specimens so as to prevent destruction of ecosystems.

Other presentations were given by Dr. Harry Brenowitz of Adelphi University who gave tips on conducting trips along the Great South Bay, and Lawrence McCormick of Southampton College who pointed out the south fork of Long Island as a valuable place for studying beach erosion, and dune building.

The afternoon's activities consisted of a series of concurrent sessions aimed at exposing conference participants to a variety of resources available to them for conducting marine science programs. These included sessions on marine aquarium keeping, tropical marine

biology, field trips to salt marshes, marine science films and other curricula. Also, eight commercial firms exhibited materials that could be purchased by schools and educators.

One of the most important activities of the day was the annual business meeting of the Association, held during the noon luncheon. At this time the officers who will serve during the coming year were presented. These were: Richard Raymond of the Sea Grant Advisory Service, Executive Director; Leonard Abrams of Kingsborough Community College, Executive Secretary; Gene Kinghan of Shelter Island High School, President; Phyllis Cahn of W.C. Post College, Vice-President; Robert Abrams of the Great Neck Public Schools, Secretary; and Vincent Liguori of Kingsborough Community College, Treasurer.

Immediately after President Gene Kinghan outlined some proposed Association activities for the coming year including: conducting Marine Science seminars, holding career conferences for both teachers and students, conducting Saturday seminars and field trips for teachers, printing and distributing a newsletter for those interested in marine education, holding an annual boat trip, assisting in the development of marine science courses and curricula, and providing scholarships and incentive awards to both students and teachers. These activities may, however, change in number and scope as new interests and needs are identified.

The New York Marine Education Association welcomes new members. If you would like to join or would like additional information about the Association's activities, contact:

Richard B. Raymond, Executive Director
NYSMEA
381 Park Avenue South, Room 621
New York, New York 10016
Phone: 212-685-5081

NEW YORK MARINE TRADE ORGANIZATIONS TAKE A GIANT STEP

by Roger Allbee
Regional Marine Specialist

New York's Marine Trades Industry took a major step toward forming a state wide association in April. For the first time, representatives from regional trades groups from most of the State, met in Albany to discuss organizing for action on a state level.

Those present at the meeting agreed that marine trades people give a valuable service to New York State and the recreational boater by providing access facilities to coastal and inland waters. Because of this they feel obligated to insure to the public the best opportunities to enjoy boating.

The New York Sea Grant Institute announces that two symposia on "Man and the Atlantic Continental Shelf" have been scheduled for November. These will consider the state of scientific knowledge on such issues as nuclear power plant siting, and offshore oil drilling.

The first symposium entitled, "The Middle Atlantic Continental Shelf and New York Bight" and scheduled for November 3-5, is intended to present results of oceanographic research on the Middle Atlantic Bight among university scientists and personnel from federal, state and local agencies. It will be held at the American Museum of Natural History in New York City. Co-sponsors include: American Society of Limnology

and Oceanography, Chesapeake Bay Institute, The Johns Hopkins University, Marine EcoSystems Analysis Program, New York Bight Project, NOAA, and the New York Sea Grant Institute. For additional information contact: Dr. M. Grant Gross, Director Chesapeake Bay Institute The Johns Hopkins University Baltimore, Maryland 21218

It was decided at the April 15 meeting that a state marine trade association should have as objectives: (1) To evaluate proposed legislation in New York State on such topics as marine sanitation, coastal zone management, taxation, and insurance; (2) To introduce legislation that will enhance the health, safety, and welfare of the recreational boater; (3) To act as a clearinghouse for legislative information for marine trades people; (4) To foster the image of marine trades people in New York State; (5) To educate the dealers on topics that will help him to serve the boater public better, and on subjects that will help him to enhance his business operation.

A temporary board of directors was established: Robert Benzon, President of the Rochester Marine Trades Association; Robert Coleman, President of the Western New York Marine Trades Association; Art Knorr, Executive Secretary of the Central New York Marine Dealers Association; John Andrews of the Albany Marine Trades Association; Edward Parthe, President of Long Island Marine Contractors; and Marshall Seager of the Finger Lakes Marine Trades Association. Art Knorr was selected to provide leadership for the statewide group.

Atlantic Continental Shelf Topic for Two Symposia in November

and Oceanography, Chesapeake Bay Institute, The Johns Hopkins University, Marine EcoSystems Analysis Program, New York Bight Project, NOAA, and the New York Sea Grant Institute.

For additional information contact:

Dr. M. Grant Gross, Director
Chesapeake Bay Institute
The Johns Hopkins University
Baltimore, Maryland 21218

The second symposia, "The Effects of Energy-Related Activities on the Atlantic Continental Shelf," will be held at the Brookhaven National Laboratory in Upton, New York on November 10-12. Its primary purpose will be to assess the adequacy of our present understanding of shelf processes in predicting the effects

Loan Guarantee Program Can Help Fishermen Obtain a Fishing Vessel

If you are having difficulty obtaining a bank loan for a new or reconstructed fishing vessel, a National Marine Fisheries Service (NMFS) *Fishing Vessel Obligation Guarantee* may be the solution to your Problem.

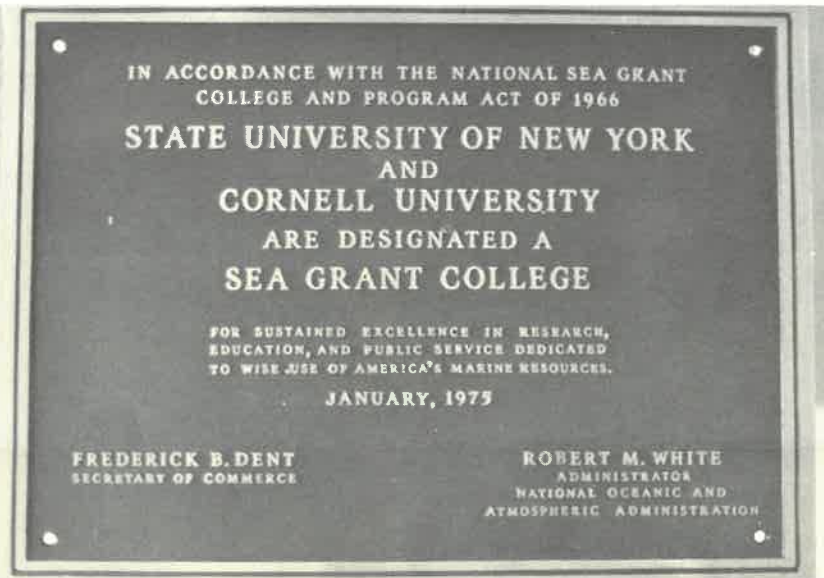
Under this program, the National Marine Fisheries Service will issue an "obligation guarantee" on behalf of a fisherman—guaranteeing to the lender that the loan will be repaid. This reduces the risk to the lender and encourages loans to fishermen. And, as a fisherman, you have a better chance of getting a loan at reasonable interest rates for a length of time that will make repayment easiest for you.

For additional information, an NMFS pamphlet entitled "Fishing Vessel Obligation Guarantee" is available by contacting Norm Bender at the Stony Brook Advisory Service Office.

of energy-related activities on both the Atlantic Continental Shelf and the contiguous coast, and to examine critically the criteria used in preparing Environmental Impact Statements. Sponsors of this symposium are: Energy Research and Development Administration, Brookhaven National Laboratory, Marine Sciences Research Center of the State University of New York and Marine Technology Society, New York section. Contact:

Dr. J. R. Schubel, Director
Marine Sciences Research Center
South Campus, J Building
State University of New York at
Stony Brook
Stony Brook, New York 11794

The Ceremonies



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1. Two plaques were awarded, representing New York's Gt. Lakes and Atlantic coastlines. One will be displayed at the Marine Sciences Research Center at Stony Brook, the second at Cornell University.

2. Dr. Richard Kolf, Associate Program Director of the National Sea Grant program helped to present the New York Award.

3. (l. to r.) David Knapp, Cornell University Provost, SUNY Vice-Chancellor James Kelly, Robert Abel, National Sea Grant Program and Arthur Alexiou, National Sea Grant Program.

4. Claire Stern, former chairman of New York Sea Grant's Atlantic Coast Advisory Committee.

5. Dr. Robert Baker, Director of the Institute of Food Science and Marketing at Cornell, served as Master of Ceremonies at the Cornell awards ceremony.

6. (l. to r.) Joyce and Orville Terry with Mrs. Frieda Squires. Dr. Terry is a New York Sea Grant Researcher and Science Editor, located at the Marine Sciences Research Center at Stony Brook.



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7. Dr. T. Alexander Pond, Executive Vice President, SUNY at Stony Brook (left), accepted the award from Dr. Robert Abel at the Stony Brook ceremony while a piper plays tribute.

8. Pipers helped to escort guests to their seats at both the Cornell and Stony Brook ceremonies. Here, at the Cornell ceremony, members of the head table process to their seats.



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9. Dr. Louis Leibovitz NYS Veterinary College at Cornell and wife.

10. (l. to r.) Dr. Abel and Dr. Alexiou listen as Vice Chancellor Kelly makes his acceptance speech at Cornell.



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11. Dr. Donald Squires addresses the numerous friends and staff of the New York Sea Grant Institute at the Stony Brook ceremony.

12. David Wallace, Associate Administrator for Marine Resources, National Oceanic and Atmospheric Administration, a guest at the Stony Brook ceremony.

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13. J. Laurie McHugh of the Marine Sciences Research Center at Stony Brook served as Master of Ceremonies for the Atlantic coast celebration.

14. Dr. Donald Squires enjoys talking with two friends of the New York Sea Grant Institute, Dr. and Mrs. Bentley Glas.



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Coast Guard—Marine Dealers; Responsible Partners in Boating Safety

Information supplied through the courtesy of the Boating Safety Branch of the Third Coast Guard District

The interrelationships between the Coast Guard, boat manufacturer and dealer requires close cooperation for the promotion of a common goal—Boating Safety. If you are a boat dealer, you should be aware of the defect notification campaign program and understand the important part your cooperation plays in this joint effort for a safer boating experience for the public.

Manufacturers and dealers have a direct responsibility to one another, in that they manufacture the boat or engine you eventually sell to the consumer. The safety of that product is as important to the manufacturer as it is to you and the consumer. When the Federal Boat Safety Act of 1971 became law, the Coast Guard was given the authority to require that boats and associated equipment (at the present time this refers only to engines) meet minimum Federal safety standards, and be free of serious defects in manufacture. As a result, the Coast Guard has the authority to require defect notification for defects which create a substantial risk of personal injury to the public, and for failure to comply with applicable Federal safety standards and regulations. Although the Coast Guard has the power to require defect notification, it has not been necessary in the majority of the campaigns they have monitored. This is a direct indication that manufacturers are very concerned about the safety of their products, and the safety of the recreational boater.

Defect notification, which is a manufacturer requirement, and must be conducted at his sole cost and expense, may be divided into two parts, notification and correction. For example, the XYZ Boat Company manufactured 200 1974 boats for which there were three models. The way of information he received from his dealers, it was discovered that the steering system installed in those boats may fail under certain circumstances. As a result of this information, the XYZ

Boat Company determined that this defect created a substantial risk of personal injury to the public, and they initiated a defect notification campaign.

The first thing the manufacturer had to do was to locate all 200 owners of the particular model boats affected. Therefore he has to notify all retail purchasers of the boats (your customers), and if he knows who they are, all second purchasers (whoever your customer may have sold the boat to later). In effect, this means that the XYZ Boat Company must keep an accurate list of first purchasers of his boats. Since you sell the boat to the consumer, XYZ must rely upon you to know his name and address. Many manufacturers now follow the practice of supplying "warranty cards" and require that these cards be returned at the time of purchase. In this way he

can have a list of retail purchasers. YOU can assure the success of this system by making it your personal responsibility to insure that the card is filled out immediately following your final sale of the boat or engine, and send the card to the manufacturer yourself. If you do this, you can reduce the likelihood that your customer may forget, or provide partial or inaccurate information concerning the boat or engine he purchased. If this is not the system you presently use, you should at least be sure that you are keeping some sort of record of your customers, and the items they purchase. In addition, if one of your customers sells his boat or engine, to someone else, the manufacturer will need to know this so he can change his first purchaser list accordingly.

To illustrate the correction phase, assume that the XYZ Boat Company has located all 200 affected boats. He has 50 that are still at the factory, 100 have been sold to consumers, and you the dealer have the remaining 50. He can repair those boats that are still at the factory, however, he must rely upon you to correct those 50 that you have, and the 100 that have been sold to con-

(continued on back page)

I WANT MORE

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

(Single copies of the following publications are free.)

- _____J27 New York State's Commercial Fisheries: Industry and Manpower Projections by Joe D. Francis and Lawrence Busch. (June, 1973) 14 pp.
- _____J14 Monitoring the Seashore (A Guide for Measuring Beach Erosion) by Marie Morisawa and Cuchlaine A. M. King. 14 pp.

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

- _____A7 Biological Consequences of Alternative Regimes by J. L. McHugh. 24 pp. \$1.00.
- _____A8 Coordination of Marine-Related Higher Education in Nassau and Suffolk Counties, by Daniel J. Brennan. 78 pp. \$2.00.
- _____A9 Beach Forms and Coastal Processes (Mesa New York Bight Atlas Monograph #11) by Warren Yasso and Elliot M. Hartman, Jr. 50 pp. \$4.00.

UPDATE

Fewer Boating Fatalities in 1974

Don Squires, director of the New York Sea Grant Institute (NYSGI) and John Judd, executive officer of NYSGI have been appointed to special committees of the Sea Grant Association. Squires and Judd are Chairman and Vice Chairman of the Finance Committee and serve also as Treasurer and Assistant Treasurer of the Association.

The Mississippi-Alabama Sea Grant Consortium will host the Eighth Annual Meeting of the Sea Grant Association on October 27-30, 1975, at the Sheraton of Biloxi Motor Inn, Biloxi, Mississippi. For further information contact: Joe E. Seward, Conference Coordinator, Mississippi Alabama Sea Grant Consortium, P.O. Drawer AG, Ocean Springs, Mississippi. 39564. Phone: 601-875-9341.

The Coast Guard has announced the lowest boating accident fatality rate ever recorded.

According to the Coast Guard's annual report *BOATING STATISTICS (CG-357)* released in May, the 1974 figure sets a record low rate of 16.9 fatalities per 100,000 recreational boats. The publication lists 1,446 persons as having lost their lives in boating accidents in 1974, a strong decline from the 1973 figure of 1,754.

Statistics released indicate that there were 5,104 boating accidents involving 6,449 vessels. Resulting from these accidents were injuries to 993 persons and \$9,181,500 worth of property damage. The figures show a decrease from 1973 in most accident categories.

Responsible Partners, continued . . .

sumers. Unless the defect or failure to comply is so serious that the XYZ Boat Company must replace all 200 units, action on your part will consist of an inspection of each boat potentially affected by the steering problem, and repair of those found to be defective.

The manufacturer is responsible for correction of the defect or failure to comply at this sole cost and expense. In addition, you should remember that he is conducting defect notification in order to assure the safety of his boat (or engine), the safety of your customer, and protect his company's name and reputation for building quality boats. Your cooperation in this boating safety partnership will ensure a safer boating environment for all boaters.

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