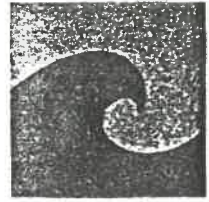


# Coastlines



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

Vol. 8 No. 2

March-April 1977

## Progress Report : Great Lakes Boating Access

by  
Michael P. Voiland  
Sea Grant Extension Specialist

Town leaders in Wilson, Newfane, Wayne County and the State Office of Parks and Recreation are working to make Great Lakes boating easier, safer and more available to all.

To many boaters Lakes Erie and Ontario are only regarded as *potential* recreational areas. A problem is you can't use the water unless you can get on it! To these boaters, use of the Great Lakes is just a dream due to the scarcity of safe harbors and channels in which to navigate and a lack of adequate public launching facilities.

A number of solutions to these boating problems appears possible now as local,

county and state officials design projects which will make Great Lakes boating easier, safer and more available. The approaches now taken differ depending upon local interest, needs, and the degree of state and/or federal cooperation. Each approach, however, offers a lesson for other communities to consider in their own access and harbor development projects.

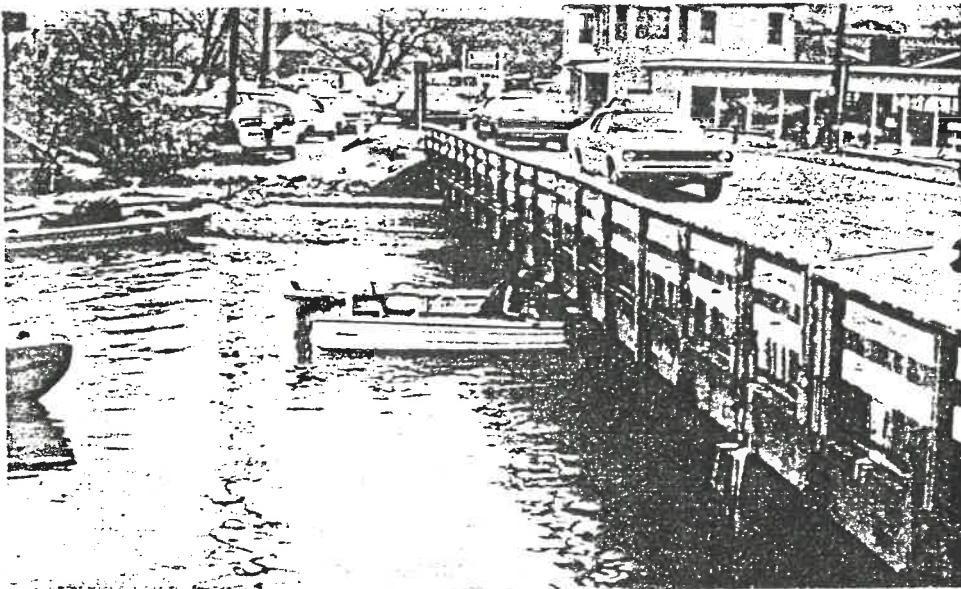
One method of accomplishing greater access involves community and state cooperation in the U.S. Army Corps of Engineers' Harbor-of-Refuge Program. As outlined in the March-April 1975 issue of COASTLINES, the Corps' pro-

gram may help communities share the costs for the construction of navigational and harbor protective devices on a 50-50 basis. The 50 per cent share can be made less burdensome to a local community when state aid is also available, depending on a harbor's importance and the amount of state monies available.

Six harbor-of-refuge projects are now in various stages of active planning — Port Ontario, Port Bay, Irondequoit Bay, and Olcott on Lake Ontario and the mouth of Cattaraugus and Dunkirk Harbor on Lake Erie. The success of these ventures will depend on sustained local interest and each community's ability to meet its share of the costs. At Irondequoit Bay near Rochester the harbor project has been considered for more than 20 years, and its realization still rests on local assurances of support and the agreement between private and public interests. If the project moves ahead (and 1977 is shaping up as the critical year for local decisions), the state is committed to the development of a large public marine park and boating facility inside the bay. Until a decision is reached, boaters inside and outside the bay's impassable outlet will continue to wonder whether the bay will become a safe harbor.

At Port Bay in Wayne County, a harbor-of-refuge project had remained inactive since 1950. A review of the bay's harbor potential and annual maintenance dredging costs has renewed private, town, county and state interest in the project. After 27 years, the project plan at Port

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*This boater had some difficulty getting into Irondequoit Bay on a fishing trip last year because of a low bridge over the inlet. Many Great Lakes recreationists often have this same problem when trying to gain access to recreational areas.*

# Hospitality: A Key to Coastal Tourism

by

Stephen Brown  
Sea Grant Extension Specialist

Hospitality may be a key element if your business or community wants to benefit from an estimated \$263 million tourists spend yearly in New York's coastal counties. Our coastal waters provide many opportunities for fishing, boating, swimming and sight-seeing and annually attract thousands of tourists. Hundreds of thousands of dollars in expenditures are made to develop businesses to serve and meet the needs of these recreationists. Marinas, charter and open boats, motels, restaurants and campgrounds are a few examples of New York coastal businesses that benefit when tourists feel welcomed and are well served in our shoreline communities.

In a hospitable community newcomers get to know and enjoy the place, its people, and surrounding areas. The tourist is treated as a friend who has come to visit — treated courteously and considerately. As residents of hospitable communities, you treat tourists as persons you are pleased to see—you wish to show them your home, your area and business.

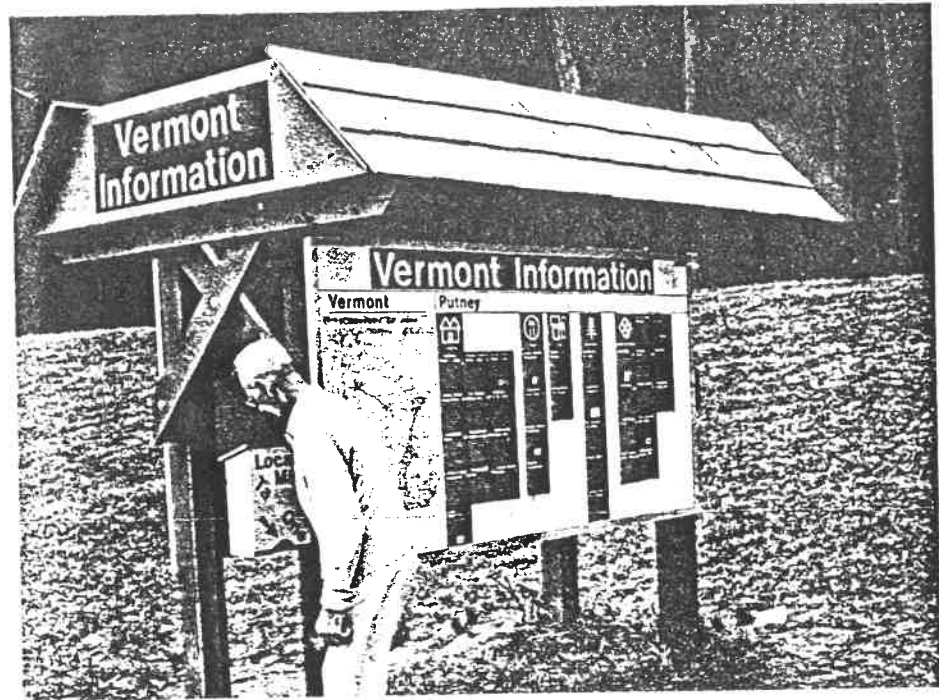
However, in some communities the reverse occurs; tourists are exploited for quick profit. And in other areas, the importance of tourism is not understood.

## COMMUNITY KEYS

The strength and success of firms serving tourists ultimately depends upon the degree of satisfaction the visitor gains from his or her experience. Communities successful in attracting tourists to New York and other states have found the following are important points to consider:

Do people know your town is a potential tourist center? Do travel agents know of your locale, and have they had special opportunities to visit it? Does the community advertise attractions and special features? If so, was this advertising accurate and did it reach the people you wanted it to reach?

Meeting tourist needs: Once a visitor becomes interested in your area, does he find that the Chamber of Commerce and community have anticipated his needs by developing materials which would



Information plazas such as this one in Vermont often help tourists feel more at home in your community and also help them find special attractions and points of interest. Photo courtesy of the Agency of Development and Community Affairs in Montpelier, Vermont.

meet those needs? A listing of local activities or suggested vacation packages and prompt, personal and appropriate responses to inquiries help the tourist gain information.

Visitors can learn of available attractions through information plazas like the one in Vermont shown in the picture, or local radio station announcers can invite people passing by to stop in and visit.

The community appearance: As a tourist approaches or drives through your community, is the scene one which would attract him and encourage him to stop and visit, or does it reflect an unsightly array of shoddy firms? Is a well developed and manned hospitality reception center available? Are commercial buildings well lighted, well landscaped, dignified and friendly looking?

Can people visit the community easily? Once people decide to stop, is there a place to park? Can elderly and handicapped people easily approach important points of interest? Do residents respond in a friendly and well informed manner to visitors? Are sufficient restrooms and restaurants available?

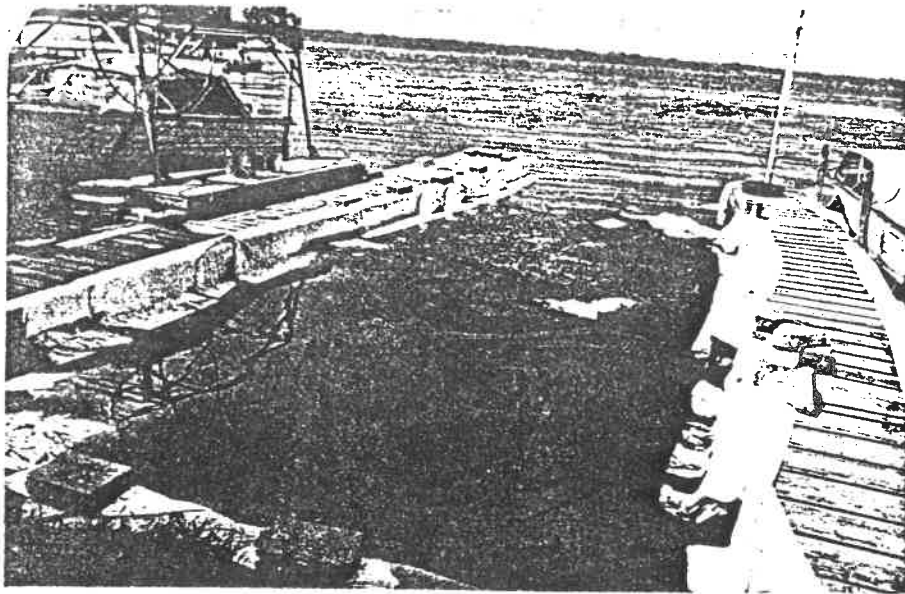
The existence of all these elements may determine if the visitor wishes to return, or as importantly, speak well of your community to others they know, encouraging them to visit your town. Commitment of talent, time, operating funds and determination are required to have your community promise a generous and cordial welcome, give considerate treatment to tourists and offer a pleasant environment for these recreationists.

## IT CAN WORK

Several communities in New York have found it valuable to establish a committee to stimulate a hospitable environment. This committee can focus on needs for improvement and carry out projects to make your town a nicer place to visit. These committees are also established to create a better community understanding of the importance of the tourist business, help develop community pride and help those directly servicing tourists provide more courteous treatment to tourists.

Such committees can often organize a hospitality school which emphasizes the importance of the tourists and resort business in the community and suggests

*continued on page 4*



An oil spill in the St. Lawrence River last June caused unsightly scenes for awhile like this one near Morristown, but the U.S. Coast Guard and other agencies immediately jumped into action to begin what became the most expensive oil spill cleanup in American history.

## Oil Spills and Recreationists

Those of you who may be recreationists planning a summer vacation along the shores of the St. Lawrence River can be rest assured last summer's oil spill will not interfere with your vacation plans.

Steve Brown, Sea Grant Extension Specialist in Potsdam, reported efforts of marina operators, shoreline residents and others had most of the oil spill cleaned up before the end of last summer, and the remainder has been taken care of since. "Except for a few areas at Chipewa Bay where the spill left a 'bathtub ring' on some rocks, there is barely a

*continued on page 4*

# Boat Renting: Clarification of Legal Responsibility

by

Michael P. Voiland

Sea Grant Extension Specialist

Renting a boat is one way to enjoy the recreational values of New York's coastal waters. Many recreators, especially sportsfishermen, find renting a boat is worth it — it avoids the need to buy, register, moor, launch, and maintain a personally-owned aft.

Recent inventories conducted by Sea Grant researchers indicate there are about 85 boat rental businesses along New York's marine coast and about 65 along New York's Lake Ontario — St. Lawrence River shore. Thus, for a small fee, fishermen and other recreators can enjoy the benefits of a rented boat in New York waters.

There are, however, some misunderstandings of the legal responsibilities that must be borne by both the renter and the rentee. Two principle areas of confusion involve boat registration and safety regulations:

**Registration Retention:** Rental firms and rental customers might be unaware that the registration or certification of numbers *can* be retained by the owner/operator of the firm on shore while the boat is being leased if the boat is less than 25 feet in length and is rented for less than 24 hours. Larger boats and/or longer rental periods require that the registration certificates be on board. In both cases, rental customers must have on board a copy of the rental agreement specifying the boat's registered number and rental time period.

**Federal Boating Safety Law Regulations:** The fact that a boat is a rented craft does not exclude either the rental firm or the customer from federal regulations such as having one life-preserver (or PFD personal flotation device as the Coast Guard calls them) for each person. Violators of these regulations are subject to several penalties, ranging from a stiff warning to a year in jail and a fine of \$1,000 for each infraction. In light of these possible consequences, the rental firm and the customer should make

sure the rental agreement lists equipment required by local, state, and federal law and that such equipment is placed on board. The agreement should mention the number and type of personal flotation devices, fire extinguishers, flares, and sound-producing devices required aboard a particular rented craft. Remember that even the smallest motor boat must be equipped with at least one PFD per passenger in addition to a mouth, hand, or power-operated horn or whistle. A 25 cent whistle will save the boater from legal consequences and maybe his life.

A clear understanding of legal responsibility set forth in the context of the rental agreement, between owner and operator can prevent many violations, will free at least one of the parties from possible prosecution under the law and, most importantly, will insure a margin of boating safety.

For further information on boating safety requirements and regulations, contact the following offices:

Great Lakes Region:

Commander (b)  
9th Coast Guard District  
1240 E. 9th Street  
Cleveland, Ohio 44199

Atlantic Ocean Region:

Commander (ob)  
3rd Coast Guard District  
Governors Island  
New York, New York 10004

Also in New York State:

Bureau of Marine & Recreational Vehicles  
N.Y.S. Office of Parks and Recreation  
Empire State Plaza  
Albany, New York 12223

to help improve hospitality. Such a school also provides community leaders with a better knowledge of local tourist attractions and points of interest.

Tourism is an important economic use for many coastal communities in New York. Emphasizing hospitality can aid the economy of your business and your community, bringing tourists to the locale and encouraging them to stay for longer periods of time.

If you are interested in establishing a hospitality committee or hospitality school for your area, contact me at the Potsdam Advisory Service Office (315-268-3303).

### Oil Spills *continued from page 3*

trace of the June accident," he said.

Vacation activities in the 75-mile long 1000 Islands area will not be restricted this season, and all river activity is back to normal as residents anticipate another excellent summer tourist season.

### Fish Sandwiches

United Press International reports that since 1971 fish sandwiches have moved up from 10th place to 6th place on our nation's best selling sandwich list. Hamburgers remained at the top of the list for the 8th consecutive year.

### Tax Guides

A Tax Guide For Commercial Fishermen for 1976 tax returns is available at your local Sea Grant Advisory Service office. This publication explains the significant changes in tax laws which resulted from the Tax Reform Act of 1976 and gives details on proper reporting methods.

The New York State Sea Grant Program is made possible through a grant from the National Oceanic and Atmospheric Administration, U.S. Department of Commerce. COASTLINES is published bi-monthly by the Sea Grant Advisory Service. Free subscriptions are available upon written request from COASTLINES Editor Ms. Gay Hawk, Media Specialist, Sea Grant Advisory Service, Fernow Hall, Cornell University, Ithaca, New York, 14853, 607-256-2162.

# Floating Tire Breakwater

by

Bruce De Young

Sea Grant Extension Specialist

The Floating Tire Breakwater in Dunkirk Harbor, discussed in the September-October issue of COASTLINES, continues to have a significant impact on this Lake Erie Harbor. Residents who joined together to construct the floating breakwater are convinced it is effective in protecting their harbor from storm waves. Dunkirk Harbor master Frank Napieralski echoed their feelings when he commented that several recreational craft "wintered over" in the harbor instead of dry storage.

There were disappointments, however,

when the structure had to be removed in the winter of 1975-76 due to binding material failure and anchors moving because of heavy winter storms.

In the spring of 1976, the City of Dunkirk evaluated the merits of the project and after reviewing the initial results decided not only to have the floating tire breakwater rebuilt with heavier materials, but also directed the city harbormaster to increase the size of the breakwater twofold! Because Dunkirk Harbor has remained ice free, the break-

*continued on page 5*

## I WANT MORE

Additional information which will help you solve coastal problems is available from the Sea Grant Advisory Service offices. Check the appropriate boxes of the publications which will interest you and send to the Sea Grant Advisory Service office nearest you.

Single copies of the following publications are free.

- \_\_\_\_\_J23 Insight #5: Landowner Liability, Posting and Recreational Access, Duttweiler, New York Sea Grant Advisory Service, May, 1976, 16 pp.
- \_\_\_\_\_M18 Annotated Bibliography on Aquatic Plant Control, Duttweiler and Frier, New York Sea Grant Advisory Service, June 1976, 6 pp.
- \_\_\_\_\_M19 Information for the Great Lakes Shoreline Owner, New York Sea Grant Advisory Service, 2 pp.
- \_\_\_\_\_M20 "Happier Landings", reprinted from March-April 1975 COASTLINES.
- \_\_\_\_\_M21 Catalog of Motion Picture Films — National Oceanic and Atmospheric Administration. Available from Motion Picture Services, Dept. of Commerce, NOAA, 12231 Wilkins Ave., Rockville, MD, 20852.
- \_\_\_\_\_M22 St. Lawrence Soundings, a newsletter on oil spills. Copies available only from Potsdam Office. Topics include Reversing Adverse Publicity, You and Your Legal Rights, Taxation, and Developing Local Contingency Planning.

There is a charge for the following publications. Please make checks payable to Cornell University.

- \_\_\_\_\_A17 A Survey of Summer Homes Along the St. Lawrence River in Lisbon, New York, Paul B. Frederic, September 1976, New York Sea Grant Institute, 73 pp., \$1.25
- \_\_\_\_\_A18 Lake Ontario Atlas: Land Use, Michael Dobson and Floyd Henderson, 1976, 52 pp., \$1.50.
- \_\_\_\_\_A19 Inventory of Lake Ontario Inlets and Harbors: Niagara River to Stony Creek, Crissman and Opara, Dec. 1976, New York Sea Grant Institute, 251 pp., \$3.00.

# Recreational Boating Access

*continued from page 1*

Bay has been taken from the shelf and dusted off.

Although some communities and private boaters often don't realize it, a successfully developed harbor project is a time-consuming and costly task. Since governmental coordination is needed at all levels of project development and there are many environment assessments and safeguards, a long time period often occurs which might be highly frustrating to anxious boat owners and public sponsors.

Local governments have sought other means of gaining federal and state assistance for public access. Boat launching facilities are a prime example. Dunkirk, on Lake Erie, is in the process of constructing a public launching area with funding from both the State Office of Parks and Recreation and the city's federally funded Community Development Program. In Niagara County, Wilson has applied for Corps of Engineers' permits to dredge the mouth of a local creek inlet and to construct a bulkhead as the first phases of a town launch facility. Wilson is also using federal Community Development monies. Right next door, Newfane has received a grant from the U.S. Bureau of Outdoor Recreation through the state's grants-in-aid procedure to help reduce the cost of a public boating facility within Olcott Harbor.

In Wayne County, officials and sportsmen are awaiting word from the state on

a proposal to build and maintain small-scale launching sites on state-owned lands at the Lake Marsh Wildlife Management parcels.

While these local communities, have taken "the bull by the horns" the state has also taken steps to increase boater access by announcing plans for the development of public marina facilities at Pt. Breeze, within the shelter of the newly-completed Corps of Engineers' harbor protection jetties at the mouth of Oak Orchard Creek. In addition, the state has applied for permits to build a \$300,000 boat launching area at Wilson-Tuscarora Park near Wilson, which will be the first development within the park since it was purchased in 1960.

The waters of the state's Great Lakes may soon be more accessible. Barring unforeseen difficulties in the completion of proposed local and state projects, the opportunity will be enhanced for small craft to reach and return safely and quickly from lake waters. While much more work is needed to transform the lakes into extensively used recreational resources, some initial steps have been taken.

If your community wishes to explore how to make its coast accessible to boaters, or if you wish a reprint of the March-April 1975 COASTLINES feature "Happier Landings," which discussed the Harbor-of-Refuge Program on the Great Lakes, contact me at Brockport (716-395-2638).

# Floating Breakwater

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water was moved there this winter as well and withstood the many severe storms encountered.

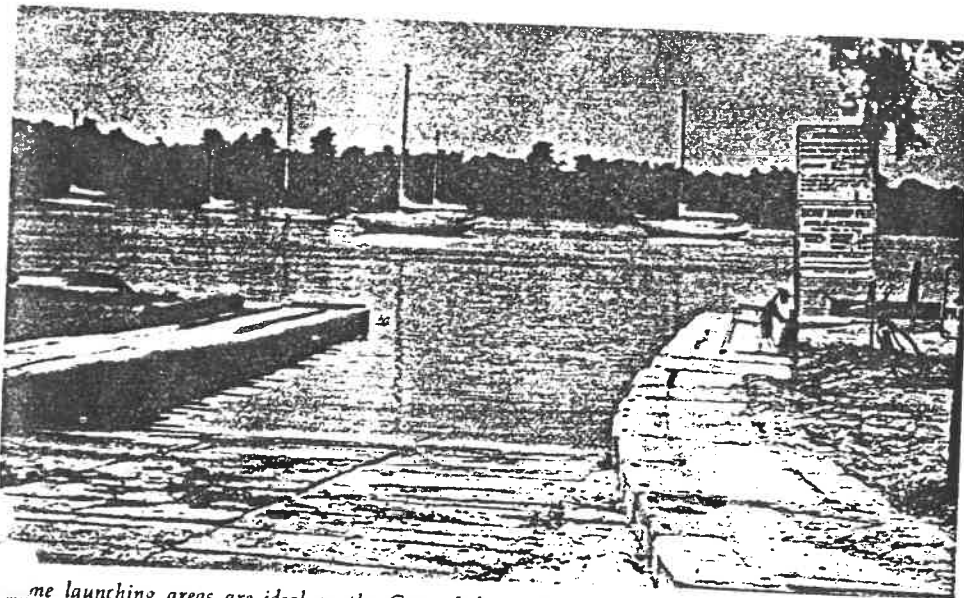
The effects from this innovative breakwater have been graphic. From a physical standpoint, there has been no damage done to boats or docks in the harbor from Northeast storms. Not surprisingly, the water front is now benefiting economically from the structure in several ways:

A marina which has had empty mooring slips the last three years now has five rental customers because the breakwater was installed; a yacht club which has perennially had slips open has gained eight new permanent members because of a calmer mooring; transient recreational boaters cruising along the coast now consider Dunkirk Harbor a refuge — this has been reflected in an increase in the fuel sold to boaters by harbor marinas and temporary mooring rentals by a local yacht club. Also, the city of Dunkirk is considering building a new boat launch ramp, and the expected increase in "trailer-sailor" traffic to a calmer Dunkirk Harbor has motivated a prominent local restaurant to open a fast food stand near the site.

Other special and economical "spin-offs" are likely to occur because of the floating tire breakwater. For instance, sport fishermen find that fish concentrate beneath the structure, and boaters are also benefiting from the breakwater, because the well-lit floating structure overlies a treacherous submerged navigational hazard.

These things would not have taken place had Dunkirk not used the floating tire breakwater and instead waited several years for a more permanent and high cost structure. And who knows, after the structure is evaluated in terms of costs and benefits rendered to the community, it could remain moored in the harbor longer than the "temporary" period originally anticipated.

To date, this appears to be a success story and an answer to problems which other areas along our coasts are facing. Contact me at the Fredonia Sea Grant Office for additional information (716-672-2191).



Some launching areas are ideal on the Great Lakes, allowing easy access to the water. But other areas do not have useable launching ramps making it difficult to gain access to the water for boating and/or fishing.

# UPDATE

Elementary and secondary school science teachers in the State of New York who want to learn more about marine science so they can discuss the subject in their biology classes now have the opportunity to do so by taking special introductory course in "Marine Science for Teachers." The course will be offered this summer at the Shoals Marine Laboratory, a facility operated cooperatively by Cornell University and the University of New Hampshire. Further information about the course is available from Shoals Marine Laboratory, 202 Plant Science Building, Cornell University, Ithaca, N. Y. 14853.

Located 10 miles offshore in a center of fishing activity on an island in the Gulf of Maine, the laboratory has immediate access to a marine biota of unusual richness and diversity, thus, enhancing the study of marine science.

\* \* \*

The New York State Sea Grant Advisory Service has initiated a new internship program to assist in developing and implementing Sea Grant Advisory Service educational programs in offices throughout the State of New York. The positions will initially be in Advisory Services offices in Potsdam, Stony Brook, New York City and Oswego.

The internship program's emphasis will include marine fishery management, coastal recreation or tourism, and marine youth education. Its general purposes are threefold: (1) to provide Advisory Service work experience to trained persons who have minimal practical experience, but who are interested in Advisory Service work, (2) to provide program assistance to existing Sea Grant specialists, and (3) to help prepare qualified individuals for possible employment with Sea Grant Advisory Services.

Two one-year positions are in the process of being filled now, and two more internships may be available this summer. Interested persons should contact Bruce T. Wilkins, Program Leader, Sea Grant Advisory Service in Ithaca.

\* \* \*

Foreign vessels permitted to fish in the 200 mile zone off New York's coast may be required to pay up to \$5,000 each. In addition, each foreign nation having such vessels in the zone may be charged a fee of 3.5 percent of the total dockside value of fish allocated to that nation. The value will be determined by the price U.S. fishermen would receive for that species. These rates were proposed by the Department of Commerce in December and could be altered.

The Department's National Oceanic and Atmospheric Administration has estimated 1,400 foreign fishing vessels averaging 1,400 gross tons may apply to catch the two million metric tons of fish allocated to foreign fleets in U.S. waters. If these fish have dockside value of \$553 million, those fees would yield \$19 million and the access fees would yield another \$2 million. In addition, up to \$750,000 may be collected to pay the costs of having U.S. observers on 20 percent of the foreign vessels.

It is estimated the U.S. would thus recover 40 percent of the cost incurred in permitting foreign vessels to fish within the 200 mile zone.

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Albany, New York 12246  
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Ithaca, New York 14853  
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New York, New York 10016  
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Potsdam, New York 13676  
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Sea Grant Advisory Service  
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New York, New York 10009  
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Sea Grant Advisory Service  
Cooperative Extension Regional Office  
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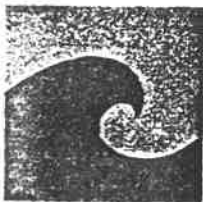
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