



## Shipshape and Shipping Out

by Linda O'Dierno,  
Sea Grant Specialist  
in New York City

The Pioneer Marine School is a unique approach to one of New York City's chronic ills — unemployment. The school provides young people with the specialized skills and good employment history that are necessary to find steady, challenging work.

Students come from a wide variety of backgrounds, but before coming to the school they all have one thing in common — they're unemployed. Their not having jobs may be due to a lack of opportunity for training, lack of money for school, a criminal record, involvement with drugs, or poor work habits. Designed to give these people a fresh start, the school helps them stand on their own feet with some self-respect and a marketable skill.

### Pioneering efforts of the school

In 1970, the schooner Pioneer was given to the South Street Seaport. Initially a program was organized that would provide a two week sailing experience for New York City youth enrolled in drug rehabilitation programs.

An outgrowth of this program was the awareness that successful rehabilitation of ex-drug abusers and hard-core unemployed meant re-entering society with a self-sufficient capacity to earn a living. To meet this challenge, a marine school was developed to train technicians in mechanical skills for the recreational boating industry. The ferryboat Maj. Gen. William H. Hart forms the nucleus of the school. The upper deck and wheelhouses provide space for



A Pioneer student explains his marine training program to Sea Grant Specialist Linda O'Dierno.  
Photography by George Lavris

classrooms and offices while shop space is located in the bulkheaded car bays. The first class graduated at the National Boat Show in January 1973. Twelve students completed the 900 hour course in marine engine repair, ready to assume jobs.

### Courses combine theory and practice

There are two phases of training at Pioneer Marine School. During the first 14 weeks, students enroll in a program of basics which includes seamanship, engine theory, propulsion, carpentry, boat repair, welding, electricity, shop math and first aid.

Before a student is allowed to go on, he or she must demonstrate an acceptable level of competency in each of the above subjects. While in the basics program, each student spends a portion of his or her time getting actual hands-on experience. Projects may include repairing boats, maintaining and improving school facilities, or helping to restore historical vessels in the South Street Seaport. This experience gives the student a background of experience from which to choose a specialty.

An integral part of the curriculum is the opportunity for a first-hand experience in seamanship aboard the schooner Pioneer. During the summer months, the Pioneer acts as a charter boat crewed by a captain, first mate, and at least two students from the school. Each student is given the opportunity to crew for a minimum of two weeks.

The final phase of training is an intensive course of study in a specialty. The four areas of study offered are boat carpentry and repair, welding, inboard and sterndrive mechanics. During this training, every attempt is made to simulate a real work situation. Students graduate when their instructor feels they are ready to seek employment as an apprentice in their particular specialty.

### Earning while learning

Expectations are high and students are expected to tow the mark. Attendance in class is mandatory and hard work is the order of the day. Students must acquire a wide range of knowledge and understand that this is only

*continued on page 3*

## Battered Fish

by Robert B. Buerger,  
Sea Grant Specialist in Oswego

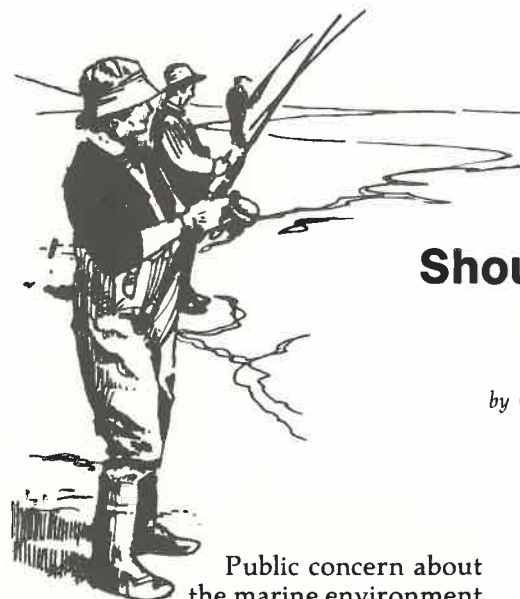
Whether you're a fisherman out to bring home next week's dinner or an angler who keeps few fish, knowing proper fish handling techniques is important when releasing fish. Returning improperly handled fish to the water results in the death of many fish. Even with proper handling, some fish still die.

The Texas Department of Park Wildlife conducted a study on small largemouth bass and channel catfish that were caught and released. During the six days that followed hooking and releasing, 38 percent of the largemouth bass and 33 percent of the channel catfish died. Fish, which had been roughly handled through the removal of hooks or excessive squeezing, died the quickest. Delayed mortality also resulted from bacterial infections caused by removing the protective body slime or from stress due to "overplaying" the fish when reeling it in.

Anglers should remember a few basic rules about handling and releasing fish:

- Decide to keep or release a fish immediately upon landing. Death rates increase the longer a fish is kept — even in live wells.
- If you intend not to keep a fish, handle it as little as possible and release it while still in water.
- If you must handle a fish, don't grab it or squeeze it around the middle. Internal organs are vulnerable to damage when out of water.
- Keep your hands wet, when handling fish. Dry hands remove the protective body slime causing infection.
- Cut the leader on deeply hooked fish. Chances are the hook will dislodge or dissolve with time.
- If there is a size or possession limit, don't cull your catch, that is, don't throw back smaller fish after you've caught larger ones.
- Take a golf glove and pair of needle-nose pliers. They're basic equipment for fishing and make fish handling easier.

With a little knowledge and a lot of common sense in handling fish to be released, most should survive. Remember, the healthy fish you release today are tomorrow's trophies.



## Should Marine Anglers Be Licensed?

by Chad P. Dawson, Research Associate  
in Ithaca

Public concern about the marine environment varies from casual interest to dedicated involvement. However, as the number of anglers and commercial fishermen continues to increase, there is a growing awareness that our marine fisheries are a limited resource.

Along with this pressure from both recreational and commercial fishermen, there is concern for research, planning and development of marine fisheries programs. In 1976 Congress passed the Fisheries Conservation and Management Act which outlined a federal marine fisheries program in the three-to-200-mile offshore Fisheries Conservation Zone. To date, only a few coastal states have responded to the need for programs in the estuaries and Territorial Sea within three miles offshore. The success of marine recreational licenses in Alaska, California and Texas suggests that licensing is a reliable source of funds to support recreational fisheries programs.

This question of whether marine anglers should be licensed by states to finance marine recreational fisheries programs has been strongly debated for over 25 years. At the Fourth Annual Marine Recreational Fisheries Symposium held in May 1979 at Fort Lauderdale, Florida, fisheries researchers and managers, recreational fishermen, and party and charter boat operators attempted to further explore that question.

Discussion at the symposium suggested state licensing would:

- provide a stable "earmarked" source of funds not subject to changes by legislators who are reluctant to spend general budget or sales tax monies on recreation in comparison to pressing social programs.

- support state recreational fisheries program planning and development, fisheries research, law enforcement, fisheries habitat protection and enhancement such as artificial reefs, public fishing access to beaches and piers, and boat launching ramps.

- provide information on the number of recreational anglers and a means to survey them for relevant social, economic, catch-and-effort information. This would help develop greater political leverage for the marine recreational fishermen in comparison to commercial fishermen who traditionally have been better organized and politically active.

- provide coastal states with a larger share of federal monies distributed under the Dingell-Johnson Act to support recreational fishing projects and management. Since allocation of these funds is based on the number of licensed anglers and the land-and-water areas of each state, coastal states will be able to claim a larger number of anglers if licenses are mandatory.

- increase the cost of a recreational fishing trip by approximately three to five dollars a year. But this increase can be viewed as a marginal expense compared to the relatively high cost of equipment, travel and other costs. However, "blanket" licenses for charter and party boats, and fishing piers would eliminate the need for individual licenses by individual customers.

The need for a stable, earmarked source of funds to support state marine recreational fisheries programs could eventually require some type of state fishing license. However, it is important not to lose sight of the need for better programs regardless of the source of funds — general appropriations, excise taxes, license fees or some combination of these.

## Lakeshore Fishery Advisory Boards Formed: Goal is Sportfishery Development

by Michael P. Voiland, Sea Grant Specialist in Brockport

County governments in Niagara, Orleans, Monroe and Wayne Counties have established Fishery Advisory Boards to aid the use and development of Lake Ontario's improving sportfishery resources.

Formation of the boards has been the result of the growing interest and enthusiasm of local citizenry and county officials in the recreational and economic potential of sportfishing on the lake.

"Niagara County's fishery board was the first of its kind in New York," states Walter "Skip" Hartman, chairman of the Niagara board.

"Back in 1974, our county legislature saw the value in having an advisory group that could consider the problems and prospects of sportfishing as a tourism industry and suggest improvements. In our five years of existence, I'd have to say we've had some outstanding accomplishments," states Hartman.

One of those "outstanding accomplishments," according to Hartman, has been the publication of Niagara County's Fishing Map (see COASTLINES July-Aug. 1977.)

"The board stimulated its production and contributed heavily to its content. Right now, it's had four printings, is the most popular of our county's tourism materials, and, we believe, has done more to make people aware of our fishing opportunities than any other single thing," Hartman explains.

Other achievements have been logged in fishing access such as the development of an angler's "Park and Trail" area at a popular "hotspot." And in the promotion of fishing-

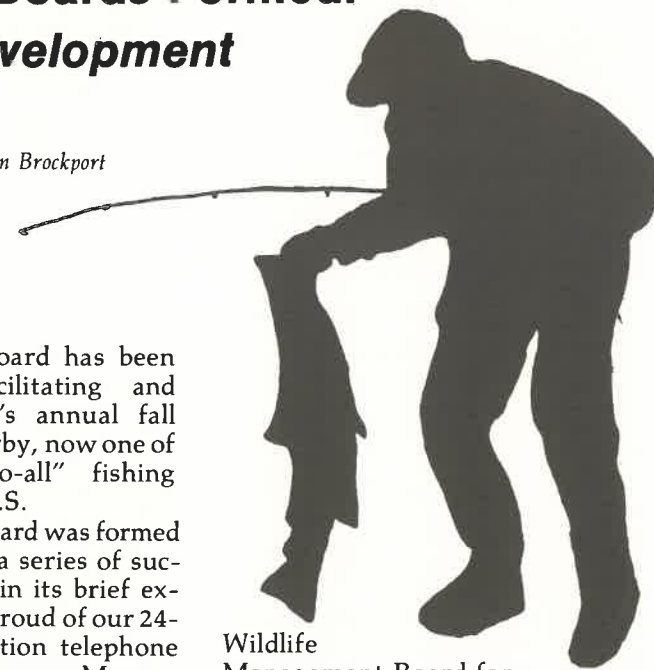
based tourism, the board has been instrumental in facilitating and directing the county's annual fall Trout and Salmon Derby, now one of the largest "open-to-all" fishing tournaments in the U.S.

Monroe County's board was formed in 1978 and has had a series of successful undertakings in its brief existence. "We're most proud of our 24-hour fishing information telephone hotline," says Bob Gilmore, Monroe chairman and a tackle dealer. "Our estimate is that it's received over 40,000 calls in just four months of operation. We feel we're meeting a need and attracting the tourist." (See COASTLINES, July-August 1979.)

Gilmore also relates how the board has helped sponsor fishing seminars for over 4,000 anglers during the last year, and how board recommendations have led to improvements in public waterfront access at four locations. "One of our suggestions to state officials even led to a major access improvement in a neighboring county," reports Gilmore. Monroe County will also soon have available a four-color fishing map, stimulated by the board's support.

In contrast to Monroe County, fishery boards in Wayne and Orleans have only been in existence a few months, but initial enthusiasm is running high.

Carol Oschmann, a marina operator and chairman of the Orleans County group, sees good things stemming from board activities. "I think it's the kind of group that can maximize our county's position in the sportfishing and tourism area. We've already submitted ideas to the State Fish and



Wildlife Management Board for public access facilities on the lake, and we hope to make strides in fisheries promotion," says Oschmann.

George Arney, chairman of the Wayne County Board of Supervisors, thinks their new advisory committee will help give his county "specific direction and advice for improvement to our fishing."

In each case, the county boards were set up through the passage of a resolution by the respective county legislative body. Monroe County's written legislation has already become a model document for other counties considering the formation of advisory groups. Specifically, it spells out the need, mission, and structure of a fishery board and insures a blend of viewpoints by calling for the appointment of local, county and state representatives from the private and public sectors.

"We believe the insights offered by business people and representatives from each shoreline town are invaluable to our efforts," said Chairman Gilmore.

If your community — like these on Lake Ontario — desires to explore the formation of a fishery advisory board, contact our Brockport Office.

### Shipshape and Shipping Out continued from page 1

the beginning of their training. They must seek their own employment opportunities with an assist from the school and be willing to start at a low salary while they learn and grow

at their new jobs.

But each student graduates knowing that in the seven-year-history of the program, every student has had job opportunities available to him or her.

The school now graduates about 140 students. For those New York City youngsters willing to work hard and make sacrifices, the sea still provides the promise of career.

## Liveboards in the City

by Stephen Lopez,  
Sea Grant Specialist in New York City

**Editor's note:** This article is the first in a series of three on New York City's waterfront, an area which covers roughly 580 urban coastline miles. The series will focus on waterfront activities in both public and private sectors including the problem of maintaining aging public boating facilities.

If you thought houseboats only plied the Mississippi, then you haven't been to Manhattan lately.

There, in the center of one of the world's largest cities, some 200 people are living on houseboats.

The boats are tied up to slips on the Hudson River at 79th Street, at a marina operated by the City Parks Department.

The boat owners say they like living there because they have the best of both worlds — the natural river life, plus the proximity of a sophisticated cosmopolis.

"It's refreshing in the winter months," according to Jim Marsten, a Wall Street financial consultant and president of the boat tenant's Hudson Harbor Preservation Association. "And in the summer, who even wants to go to Manhattan?" Jim asks rhetorically.

Located in the North River, the name of the southernmost portion of the Hudson River on Manhattan's West Side, the 79th Street Boatbasin was one of Robert Moses' first major accomplishments as City Parks Commissioner. He constructed it about 1935, along with the West Side Highway development.

Bronson Binger, director of capital projects for the Parks Department and whose father worked as an engineer on the West Side Highway, observes that "both the boats and the clientele have changed over the years." Pointing to narrow boat slips he recalls, "Boats used to be built much narrower, or perhaps it's just the difference in proportion between boats built for cruising and those built for living."

According to Binger, safety hazards are his number one concern at the boatbasin, but he concedes he would consider living there if he could find a boat suited to his needs.

# ALIVE ON THE WATERFRONT



New York City's 79th Street Boatbasin, viewed from Riverside Park, reveals the high concentration of houseboats using the city-operated boating facility.



Jim Marsten of the Hudson Harbor Preservation Association, and Jerry Berton of the boatbasin.



Erie County Legislator Mary Lou Rath and Buffalo Mayor James Griffin discuss Western New York's "Salute to the Waterfront" event with "mermaid" Gretchen Barlow.

To those who now live at the boatbasin, no other living arrangement could be more ideal. For a \$40,000, 40-foot houseboat, the cost of maintenance is about comparable to the cost of a \$40,000 cooperative studio apartment on Riverside Drive about two city blocks away. Carrying costs for a studio apartment would run about \$625 a month, including insurance but excluding phone bills. Monthly costs for a \$40,000 boat including financing, slip rental, utilities and insurance runs about \$595. The following chart illustrates the relative cost for the different categories of the above example:

	Studio Apartment (\$40,000 value)	Houseboat (\$40,000 value)
Financing on \$30,000 at 11%	\$300	\$300
Maintenance-slip rental	\$300	\$140
Utilities	included above	\$ 15
Insurance	\$ 25	\$140
	<hr/> \$625	<hr/> \$595

The comparison of a studio apartment with a houseboat is made because of the strong market similarities between the two, although the

usable square footage of a houseboat would be slightly greater. Both locations offer proximity to Riverside Park, views of the Hudson River and the Jersey Palisades, proximity to mass transportation, excellent neighborhood shopping and schools. Each is within 10 minutes of the Lincoln Center, 15 minutes from the theatre district and 20 minutes from downtown Manhattan. In short, each is the quintessential urban location.

To Leslie Day, who used to live on a houseboat in Sausalito, California, there is a difference. "If I could not live at the boatbasin, I could not live in the city," she confides.

For others at the boatbasin, the same is true. As Jim Marsten notes, "Our number one priority is that the boatbasin remain open."

## Western NY Water Resources Recognized

by David Greene,  
Sea Grant Specialist in East Aurora

Things are alive and well along Lake Erie!

Two age old national myths took a severe beating this past summer along Lake Erie and the Niagara River. Anyone who spent time this summer in the area now realizes that Lake Erie is not "dead".

Visitors to Buffalo have found out that it is a place with more water resources available than snow and more going on than revealed in the punch lines of time-worn one-line jokes.

### Lake Erie Festival in Dunkirk

Organizations promoting Western New York were involved in a wide range of events to honor their coastlines' resources.

In Dunkirk, New York, the "Lake Erie Festival" saw its second year through successfully. The date change from late September to July 4-8 — to take advantage of summer weather and vacation schedules — helped the festival to take root as a looked-forward-to mid-summer event.

The excellent July Lake Erie weather encouraged many to take part in crafts displays, and educational and recreational activities centered around Lake Erie and the Dunkirk Harbor.

### Buffalo celebrates with two events: Waterfront 1990 and "Salute to the Waterfront"

To the north, Buffalo's Urban Waterfront Advisory Committee, the Erie County Industrial Development Agency, the City of Buffalo and Erie County co-sponsored Waterfront 1990 II on May 24. By focusing on projects affecting the Buffalo area waterfront, it drew attention to the potential for growth along the Erie coastline.

The Buffalo area also began a new tradition with its first annual "Salute to the Waterfront". By sandwiching in new activities along the waterfront around existing water oriented events, the sponsors were able to put together a two-week tribute to the area's most valuable natural resource.

This tribute was in a way a culmination of 10 years of redevelopment of the waterfront area in the Buffalo Metropolitan area. New efforts have been looking to the revitalization of the Port of Buffalo.

Currently completed or under construction are a new marina, a new Hilton hotel, a television station and a comprehensive area of high rise apartments. Citizens are beginning to look back toward the extensive and naturally beautiful waterways. After all, Buffalo does not get its name from the American bison, but rather from the French "beau fleuve", or beautiful river, for the Niagara.

Recognizing this, local agencies and media enthusiastically worked together to promote sailboat and yacht races, historical tours, and a dedication of a new marine and naval museum.

In addition, a marathon swim, an antique boat parade, and a fishing derby provided focus to the waterfront.

### Fishing derby on the lake

Lake Erie never seemed more "alive" than on the weekend of July 7-8 during the "Salute to the Waterfront" fishing derby. In tribute to the varied fisheries and high productivity of Lake Erie and the upper Niagara River, derby sponsors had to label any legal sized fish as fair game.

Over 2,000 happy anglers weren't disappointed. A 19 lb. 6 oz. carp, a 7 lb. brown trout, a 9½ lb. channel catfish and a 16 lb. muskie were just some of the fish that won prizes.

Carp winning a fishing derby sound ridiculous? Don't say that to the seven year old who landed a 5½ lb. carp that appeared to be as big as he was.

An important part of preservation and management of a natural resource is its recognition and consequent value placed on it. These activities show significant concern by Western New Yorkers for their waters. Concern often leads to action and informed action will once-and-for-all put to rest the rumor that "Lake Erie is dead".

## Of Classrooms and Showrooms

by Michael P. Voiland,  
Sea Grant Specialist in Brockport

A year ago October, the scene had all the trappings of a typical classroom setting. Students, teachers, handouts, "hands-on" activities, questions and answers.

A closer look-and-listen, however, reveals the classroom was a boat dealership showroom, the students were avid boaters, and the subject wasn't algebra but "winterizing your powerboat!"

The event was the First Annual Boat Winterization Clinic sponsored by Lakeside Marine, a boat and motor dealership in Rochester, New York. It was Lakeside's first attempt to educate the boating public on various aspects of its favorite pastime.

"We sponsored the clinic as a means of teaching our customers how to care for their craft," says Dick McCarthy, owner of Lakeside Marine. "We had indications that the boater was hungry for this kind of 'how to' information and that an educational clinic could help solve their problems. Judging from the turnout of over 100



Mechanic Tom Pinckney offers tips on small outboard motor maintenance at a Rochester boat clinic.

people and the liveliness of the question-and-answer period, we feel the clinic was a worthwhile undertaking," McCarthy explains.

This April Lakeside held a second program. Close to 200 "students" learned to use sophisticated tackle when trolling for trout and salmon.

To be sure, the folks at Lakeside realize some people might interpret their "educational" approach as a

sales gimmick, designed to bring out the buyer and promote sales. But McCarthy notes, "Sure, we realize our clinics may be 'good public relations', bring in and develop potential customers, but no sales pressure is applied. The main point is that we provide a free, informative program that everybody benefits from — and even enjoys!"

McCarthy notes that having both the space — a room big enough to hold a large number of people — and local expertise make the programs possible and easy to carry out. "Fortunately, we've had Rochester's foremost marine mechanic willing to offer instruction on motor care, and a bait-and-tackle dealer who was happy to provide a free educational presentation. Having the resources so ready-and-willing convinced us that the programs could — and would — be well received," McCarthy points out.

Would he recommend that other marine businesses conduct consumer-oriented educational programs?

"Sure," reports McCarthy, "if the audience exists and if the event can be held with minimum cost and disruption to normal business operation. Why not? At the very least, people will remember that Tom, Dick or Harry's marina goes out of its way to provide helpful information to the boater."

**Editor's note:** If you are interested in planning a consumer education clinic and need more information, contact Mick Voiland at our Brockport office.



### HOW TO PROTECT BOATS IN WINTER

With the arrival of severe winter weather, the Coast Guard offers the following precautionary measures to boat owners:

- To prevent ice from forming around the hull, install devices such as bubblers or submersible recirculator fans which keep the water moving in the area where the boat is moored.
- To prevent damage to the hull from drifting ice or debris, suspend old tires or pieces of wood over the sides of the vessel to serve as buffers at the level of the waterline.
- To keep water from entering the exhaust pipe and sinking the boat, install a plug in exhaust pipes located near the waterline. Remember that the added weight of accumulated ice, snow and water can cause a boat to settle, bringing exhaust pipes under water.
- To keep mooring lines from parting, double all lines. The extra weight of snow and water can cause single lines to part.
- To inspect boats often. Watch out for holes in the hull, excess water in the bilges, loose caulking, broken seams, and ruptured through-hull fittings.

## New Publications from New York Sea Grant

Publications on dumping activities in the New York Bight, tax information on coastal casualty loss, controlling groundwater along the Great Lakes, building fixed and floating docks, and floating tire breakwaters are now available from New York Sea Grant. To order any one publication, see **I WANT MORE:**

• **If You See It — Report It.** This four-page, waterproof, information "alert" card is for boaters, fishermen, or anyone interested in reporting the sightings of unusual marine conditions such as massive fish kills or the illegal dumping of oil or other hazardous material spills in our offshore waters to the proper government agency. The card includes information on Loran C readings of legal ocean dumping grounds, agency phone numbers, reporting procedures and guidelines for taking samples of unusual marine conditions.

• **Storms, floods, hurricanes and other casualties can cause extensive damage for property owners, damage for which insurance is sometimes inadequate. In straight-forward language, this fact sheet entitled Casualty Loss Tax Information for Coastal Property Owners** explains what casualty losses can be deducted from federal income tax returns and how to fill out the proper tax forms. Topics covered are: deductible and non-deductible losses such as damage due to wind, wave action, and changes in water levels; timing,

documenting and calculating the dollar value of losses and special circumstances including disasters declared by Presidential action. Names and addresses of organizations in New York which can be contacted for more information are given.

• **Millions of dollars worth of property have been lost to coastal erosion along the Great Lakes. Refuting the popular belief that only waves and currents cause erosion, our fact sheet entitled Controlling Great Lakes Bluff Groundwater** deals with groundwater, an invisible, perhaps more insidious cause of erosion. Written for the coastal property owner, this four-page publication explains the causes and effects of excessive groundwater in coastal bluffs typical of the Great Lakes regions. It provides extensive information, including illustrations and diagrams, on improving drainage, above and below ground level. Artificial conduits — their function, composition, durability, installation and cost — are explained in enough detail so the average property owner can decide whether or not further consultation is necessary. Names and addresses of helpful organizations in New York are given.

• **One of the major components of a marina facility is the docking area. For many marina operators, the provision of docking services to customers amounts to the single largest business expense and is the pri-**

mary source of revenue. Operators who plan to improve existing docks or to develop new docking areas will find Marine Trades Flyer #11 entitled **Understanding Fixed and Floating Docks: Some Things to Consider Before You Build** helpful when making important decisions relating to dock systems. This flyer is based upon a presentation by William Koebel, general manager and engineering consultant for the Marine Docks Division of Bero Construction Corporation of Waterloo, New York at a conference co-sponsored by New York Sea Grant and the Empire State Marine Trades Association in November of last year.

• **Are Floating Tire Breakwaters for You?** The subject of Marine Trades Flyer #12 is the use of floating tire breakwaters (FTB) as an alternative approach for small harbor wave protection. During the last five years, the use of FTBs in New York has been steadily increasing. FTBs have been or will be in operation in Dunkirk and Barcelona Harbors on Lake Erie; Sodus and Little Sodus Bay on Lake Ontario; near Hammond on the St. Lawrence River; and along inland Lake Champlain. The purpose of this flyer is to provide marina operators with a general understanding of floating tire breakwaters, their use, construction, deployment and maintenance. The flyer is adapted from a slide presentation by Bruce DeYoung at the same conference cited above.

## I WANT MORE

Additional information is available from New York Sea Grant. Please check the publications which interest you and send to your nearest Sea Grant Extension office. Single copies of the following publications are free:

- \_\_\_\_\_ **Are Floating Tire Breakwaters for You?** Marine Trade Flyer #12, 1979, 4 pp.
  - \_\_\_\_\_ **Understanding Fixed and Floating Docks: Some Things to Consider before You Build,** Marine Trade Flyer #11, 1979, 4 pp.
  - \_\_\_\_\_ **If You See It — Report It.,** D. Edgar, 1979, 4 pp.
- For the following publications, make checks payable to Cornell University:
- \_\_\_\_\_ **Casualty Loss Tax Information for Coastal Property Owners,** B. & K. DeYoung, 1979, 4 pp., 15 cents.
  - \_\_\_\_\_ **Controlling Great Lakes Bluff Groundwater,** B. DeYoung, 1979, 4 pp., 15 cents.
  - \_\_\_\_\_ **Proceedings of the Symposium: Mariculture in New York State,** O. W. Terry and D. M. Chase, 1979, 96 pp., \$1.50.
  - \_\_\_\_\_ **New York Bight Atlas Monograph #10: Surficial Sediments,** G. L. Freeland and Donald J. P. Swift, 1978, 93 pp., \$4.00.

If you would like to be notified of additional publications by New York Sea Grant, please check the appropriate category and send to the Albany Sea Grant office. Be sure to include your name and address.

- \_\_\_\_\_ *Cut here* \_\_\_\_\_
- \_\_\_\_\_ General information on Sea Grant
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  - \_\_\_\_\_ Oceanography, Limnology, Geology
  - \_\_\_\_\_ Using Our Coastal Zone

# UPDATE

The class of '78 is out and the class of '79 is in. The third year of our term specialist program began in June when **Ruth Folit** assumed a youth education specialist position in New York City and **Stanley Boc, Jr.** began as coastal protection specialist at Stony Brook. Ruth comes to us with degrees in environmental studies and marine affairs and with work experience in coastal management and youth education. Stan's background includes degrees in earth sciences and marine geology with experiences in college teaching and oceanographic research. We welcome them to our staff.

The term specialist program is designed to provide scholastically qualified individuals an opportunity to "get their feet wet" in marine extension work. Judging from the job placement of the "class of 1978", the program is a success. **Tom Mack**, who was a recreation facilities specialist for us at Brockport, now is working for the Minnesota Sea Grant Extension program. **Mike Haby**, who was fisheries marketing specialist for us at Stony Brook, now is with the Virginia Sea Grant Advisory Program. **Leslie Ware**, specialist in communications at both Fredonia and Ithaca, continues her educational communications role as an Editorial Assistant with Audubon Magazine in New York City.

• **Urban Marinas, A Growth Industry?** will be the subject of a conference co-sponsored by Sea Grant in Connecticut and New York states on November 14th at the University of Connecticut, Stamford campus. This conference will address the impact of the recreational boating industry on the economy of marine coastal areas along Connecticut and New York. For more information

contact Stephen Lopez at our New York City office.

• **Building Bridges** — the exchange of information between national, regional, and state organizations having concern for the marine environment — is the subject of the 12th annual meeting of the Sea Grant Association on October 23-26 in Orlando, Florida. Participants will look at how industry, university,

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state, and regional organizations deal with national marine science goals. Although membership in the Sea Grant Association is for organizations only, all interested persons may attend the conference. For more information, write to Prof. Hugh Popenoe, Sea Grant College Director, University of Florida, 2001 McCarty Hall, Gainesville, Florida 32611.

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