

BOAT BASIN BULLETin

Issue 11

All the news that floats we'll print

December 2011

Catch Up Issue

Ed Bacon
S/Y Prelude

My apologies for the delay in publishing Issue 11. I'd like to blame it on a very busy life since the last issue or on too little material received, but it was good old procrastination rearing its ugly head.

Thanks to Jim Marsten, Steve Knee, Leslie Day, David Foster and Nat Lichtwar for the pictures and video links in this issue. Anyone else with Basin pictures? Articles? News? E-mail them to ebacon@nyc.rr.com and I'll publish them in a future issue.

Issues 1-10 can be accessed at <http://www.iboatnyharbor.com/AOther%20Resources.htm>

The BOAT BASIN BULLETin is distributed to over 180 Basinites, Basin friends, Basin alumni and Basin staff and management. Anyone that wants to be removed from the distribution list please email me at ebacon@nyc.rr.com with a Subject line of "Remove me from the distribution list".

-ED-

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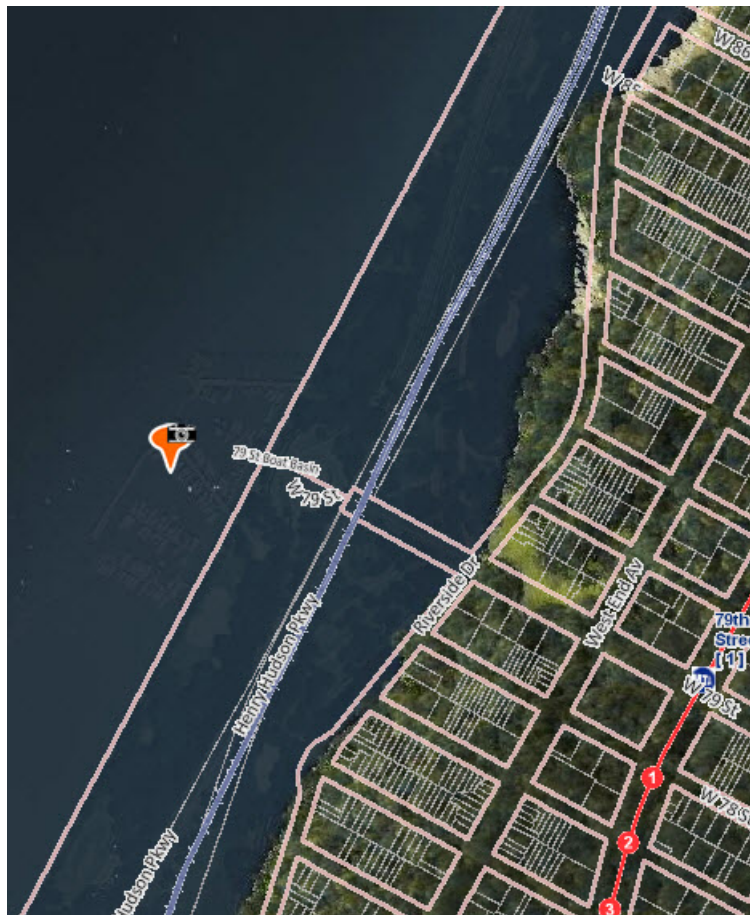
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PAST

Most people like the old days best – they were younger then.

-Anonymous

Boat Basin History:



Shoreline near Basin in 1609. The orange placemark is located at C Dock. Ever wonder why Riverside Drive has so many curves? It did follow the original river "side". – from Oasisnyc.net



Boat Basin – 1939 – from Steve Knee



Boat Basin A Dock – 1939 – from Steve Knee



Leslie Day's parents and cousin at the Rotunda fountain [notice the bronze turtles] - 1940



Joe Fitz and Jeannie Newton and the Germanis (from the Seven G's) with the Maybelle [owned later by Susie and Bernie Karl] in the background— July 3, 1973

from Jim Marsten



Hey---this is the best scan I can get of an old picture...windsurfing off the end of E-dock; I'm pretty sure Doron was out with me that day. It was likely September '85—a little before you headed out into the storm, right?

Windsurfing was relatively new then and no one was doing it on the Hudson...one time Doron and I came back in and the police were on the Boardwalk because someone had called to report a sailboat with a broken mast.

I've got some wedding pictures of Melanie and me on the front of the boat but I think I'll keep those to myself!

David Foster, CEO

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Request for information and photos from the 60's

It is incredible to me just how many people have lived at the basin over the years.

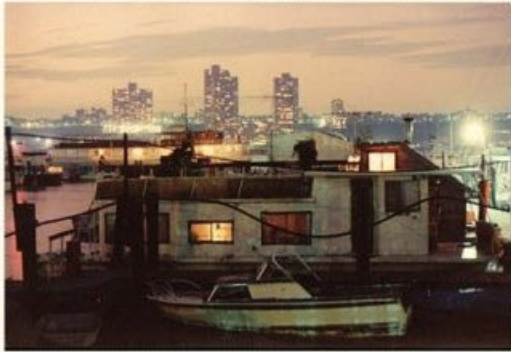
I would like to try and interview the "original settlers" that moved to the basin in the 60s. Are there any of the "original" liveaboards still at the basin today? Or, do you know of anyone who lived there in the early 60s and has since moved away?

My hope is that getting in touch with these individuals will help me to understand how the liveaboard community at the basin emerged. I am also hoping to get to see some early photographs of life at the basin.

Lauren

Lauren Hall <laurenwallishall@gmail.com>

Life after the Boat Basin:



My Turn

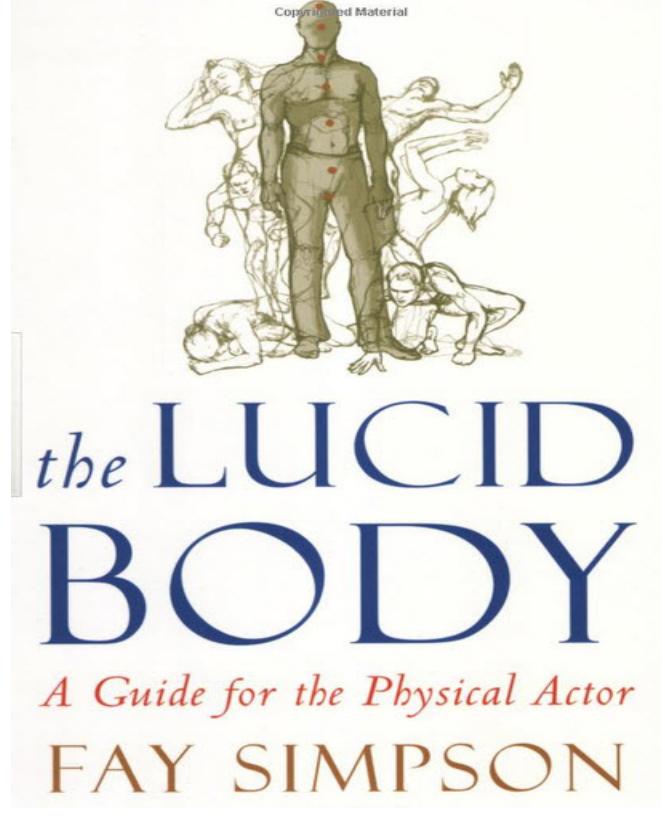
A Novel by Jill Baker

My book is called "My Turn." It can be found on Amazon.com, BN.com (Barnes & Noble), BAMM.com (Books-A-Million) and found in Ingraham book stores and Barnes & Noble book stores. It's about a young woman artist coming to live in New York and live in the Boat Basin. Almost all the action takes place there and denizens of the boat basin may recognize some of the situations the heroine finds herself in.

If anyone has a problem finding the book, they can call me or e-mail me at jillwbaker@gmail.com. I will give a free copy of the book to anyone who writes a review online at the book's site on Amazon.

Jill Baker

(<http://www.jillbaker.com>).

 <p>the LUCID BODY <i>A Guide for the Physical Actor</i> FAY SIMPSON</p>	<p>BackStage Spotlights:</p> <p>The Essentials JANUARY 28, 2010</p> <p>"We asked the staffs of the Drama Book Shop in New York and Samuel French in Los Angeles for their picks of the top 10 books every actor should own..."</p> <p>The Lucid Body: A Guide for The Physical Actor was on that list!</p> <p>http://www.lucidbody.com</p>
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Frank Marshall blog

For a great read of how Frank was one of the obstetricians at the birth of PBS Masterpiece Theater (which he named) and the subsequent birth of Upstairs/Downstairs (which was a breech delivery), see:

<http://keywestwind.blogspot.co78m>

In another post to the blog, Frank describes how he fired Gregory Peck over lunch at the Four Seasons.

Delta Willis at NYSE Closing Bell



Births



Monique Wood with grandson Gabe [whose mother Bri (see [Issue 2](#)) was one of the first Boat Basin babies]

Deaths

Josh Goldberg:



Josh Goldberg with Heather and Jim Marsten– See also [Issue 3](#)

Marty Schickler

Pedro Martinez

Jimmy Saunders

~ _/) ~

PRESENT

We live in a moment of history where change is so speeded up that we begin to see the present only when it is already disappearing. - [R. D. Laing](#)

ARGO'S 100TH BIRTHDAY

La Grande Dame of the Basin, Chris Williamson's Mathis Trumpy Argo, turned 100 this year.

See <http://all-nyc-yachts.com/ArgoRates.html>

BASIN MEDIA

West Side Spirit article – Boat Basin Braces for Winter

<http://westsidespirit.com/?p=3858>

Daily News article on boats and winter

<http://www.nydailynews.com/new-york/feels-summer-year-round-boat-dwellers-warmer-weather-article-1.119941>

NY Post article on pets on board

http://www.nypost.com/p/lifestyle/pets/bow_wow_4PlqdQMNDUmDWItan6AC9K?CMP=OTC-rss&FEEDNAME=

Nat Lichtwar rescue on Oprah Show

The old adage:

If you save someone's life, you are responsible for it

is certainly true in Nat's case. Received from Nat:

Tiffany (recently divorced) now has five children and I have been trying to help over the years. I'm trying to get some interest on my YouTube to help out Tiffany
http://www.youtube.com/watch?v=q4bO_835Mb4

Thanks Nat 1-917-822-6339 nlichtwar@aol.com

Gary Oppenheimer CNN Hero

Gary's ampleharvest.org has been covered in [BULL Issue 10](#). Last year, Gary was named a CNN Hero:

<http://www.cnn.com/SPECIALS/cnn.heroes/archive10/gary.oppenheimer.html>

Dick DeBartolo

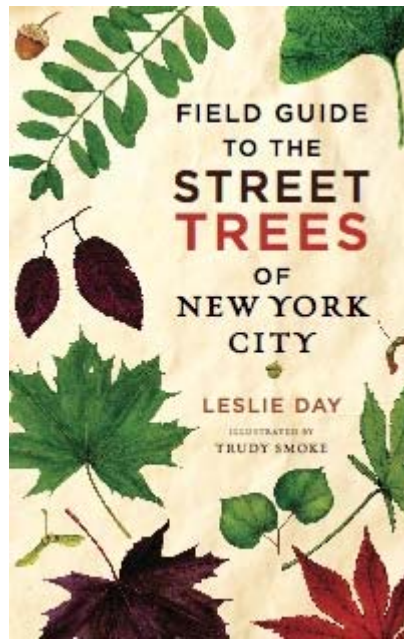
Dick was a recipient of a 2011 Inkpot Award awarded by Comic-Con International to pop culture professionals. Steven Spielberg also received one.

In 2009 Dick was recognized for his 400th Mad Magazine article.

This year Dick, who is Eastern Editor of Powerboat Magazine, was informed that Powerboat Magazine was folding. As of press time, Boating Magazine came to the rescue of Powerboat and Dick still has a boat-related job.

See http://en.wikipedia.org/wiki/Dick_DeBartolo

Leslie Day publishes 2nd Book



For sale on Amazon.com, etc.

BASIN RULES CHANGES AND RATES INCREASES

On October 14, 2011, Parks published a Notice of Hearing in the City Record of proposed rules changes and rate increases for the Boat Basin and other Parks marinas.

The Notice of Hearing was distributed to most Basinites but not all. We were given until November 14 to submit comments and were invited to testify at the November 16 hearing. Even though the hearing was at 11:00 am on a workday Wednesday, 40 – 50 persons attended and 18 testified. Thanks to Gale Brewer, our Council member, and Matt Diller, Community Board 7 President for their support.

We'd like to thank all that submitted comments and all that agreed to contribute toward our legal fees for our lawyer, Norman Siegel.

At this time, we're waiting for Parks' response after they finish reviewing the comments and testimony. We're cautiously optimistic that the issues can be amicably resolved

BIRTHS

Eli Wolfson

Tommy Megerian

DEATHS

Chip Greenberg

From an email from Leslie Day:

*... cremated and his ashes scattered in the ocean. He didn't want any kind of funeral, so they are having a family-only memorial service for him. He didn't want flowers or any food (to Emily) and said that if people wanted to donate money they should do so to either the Heifer Project, Doctors Without Borders or The Holocaust Museum
Emily Perelman's email is: EPPottery@gmail.com*

Henry the Duck [See [Issue 4](#)]

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PFUTURE

Tomorrow is the most important thing in life. Comes into us at midnight very clean. It's perfect when it arrives and it puts itself in our hands. It hopes we've learned something from yesterday."

John Wayne

Pfantasy Pfuture: Dredging

Deep Boat, our mole at the Arsenal, Parks headquarters, has done it again. Deep Boat has uncovered an internal Parks Headquarters memo to the Commissioner with an out-of-the box solution for Basin dredging. Here's the memo:

Commissioner, the Mayor's Vision 2020 for the NYC waterfront provides little for the Upper West Side but does specify that the Rotunda should be rehabilitated and that the Basin should be dredged. The purpose of this memo is to specify how to:

- Dredge the Basin economically by 2020
- Provide offsetting revenue
- Strengthen the Basin's infrastructure
- Augment protection from river ice and nor'easters
- Mitigate wakes damages and injuries
- Improve service to the parks users

Dredging History

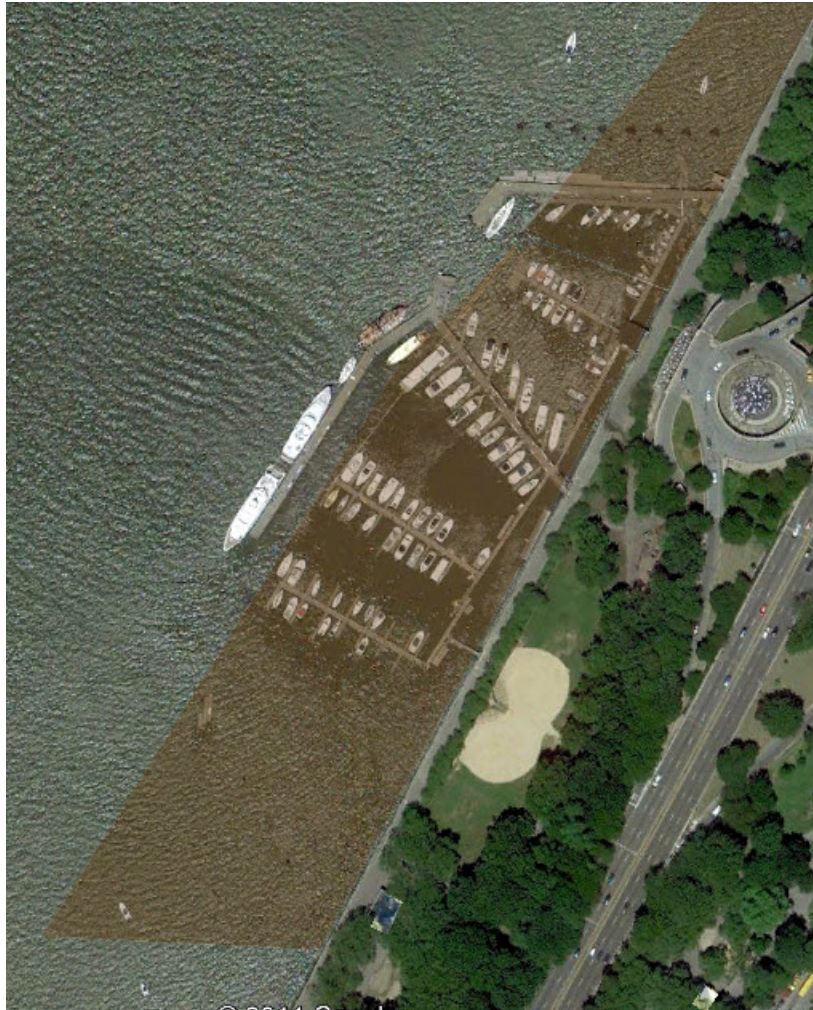
In 1958, the Basin was dredged 20 years after it was built in 1938. Dredged depth was 8 feet at mean low water. It has not been dredged in the last 53 years and silts in more each year. The Boat Basin's dredging has been estimated to cost over \$5 million plus years to acquire the necessary EPA permits and appropriations.

Boat Basin Current Conditions

The Basin has lost ice protection on the southern side with the deterioration of the southern wooden barges. The ice protection on the northern side has been compromised with the two unfinished outboard

icebreakers, the missing outboard dolphin and A Dock with its huge planking gaps and its worms-weakened pilings and whalers.

The mud or sediment area is shown as the brown overlay:



The brown area is too shallow for operating boats in and out of the Basin except for a 2-4 hour window around high tide on a 13 hour tide cycle. High tide time varies with the cycle of the moon. Depending on the boat's draft, on one day you may be able to leave the Basin and return 8-10 hours later but on another day you may not be able to go boating because of unfavorable high tide times.

The mud boundary or dropoff to deep water can be seen at extreme low tide inside the wave wall:



Notice the sailboat in the background heeling at an angle on the dropoff.

POSSIBLE SOLUTION

PHASE 1

The Oil Pollution Act of 1990 requires that all single-skinned or single hull fuel barges be phased out by 2015. Some have been retired already but others of various lengths are available now or will become available soon. Parks is acquiring two single skin tank barges:



400' x 100' – 140,000 barrels or 29,113 cubic yards



Sistership - 338' x 70' – 65,000 barrels or 13,517 cubic yards

The 338' barge will be installed north of A Dock outboard against the ice breakers and the 400' barge will be installed outboard against the dolphins south of the Basin:



The barges will be immediately filled with water to sink them into the mud to create two fixed docks.

[Note: Depending on the gas pipeline location, the southern barge could be installed inboard of the dolphins. Also, the northern barge could possibly be squeezed inside the northern ice breakers/dolphins.]

The benefits of Phase 1 are:

- The condemned A Dock replacement or rehab cost of over \$1 million could be avoided.
- Ice protection will be provided north and south of the Basin. The barges will be sunk at an angle to the shore bulkhead to peel off the ice floes toward the center of the river.
- Better service to Parks clients will be provided by providing more slips and reducing the Basin years long waiting list time.
- Expansion of the Basin. The long planned southern expansion of docks will be feasible and will provide additional revenue.

- A steel "A Dock" instead of a wood lunch for marine borers.
- A Dock can be dismantled at leisure.
- New pilings or spuds should not be required.
- 14 slips on the south side of E Dock could be re-opened as winter season slips for additional revenue of \$49,280/year
- Over 300' of year round alongside slips could be installed Between A Dock and the northern barge for additional revenue of \$49,000/year. Whenever A Dock is removed, additional revenue could be obtained by building north-south floating dock slips abutting the current floating dock..
- Deep water summer slips at the outboard end of the barges could be used for school ship vessels, etc.
- Minimal costs for the single skin barges. Some are traded in for new double skin barges, some are sold outright and some are scrapped. In 1999, large ocean tank barges were selling for \$3.70-\$4.70 a barrel. Two barges with a total of 205,000 barrels would be \$861,000 using the \$3.70/barrel. Many single skin barge owners are going to procrastinate so there should be a glut of tank barge sales before 2015 which should drive the prices down. There's also a possibility of the barge owners selling the barges at a bargain or giving the barges to the City for a tax write-off.
- One or both barges can provide public access from land via fixed ramps and steps.
- The northern barge with a floating dock and ramp can be used for the NYC Triathlon for swimmers exiting after the first phase. This should avoid one half the annual cost of setting up and removing the triathlon barges for a cost avoidance of \$??.
- The northern barge would prevent some of the ice flow damages on the southern end of the head of C Dock.
- Public promenades, Astroturf sunbathing areas, a swimming pool/ice skating rink and picnic tables could be installed on one of the barges.
- The largest Manhattan Human Powered Vessel (HPV) storage could be installed on one of the barges. For example, a 44' wide storage shed with doors opening to the sides of the barge could be installed down the centerline of the 400' x 100' barge. This would allow 28' to either side of the barge to remove and store the HPVs. If the racks were 4 high with a width of 2.5', the 320 HPVs stored in each 100' long shed would generate revenue of \$112,000/year at the current Boat Basin's annual garage storage rate of \$350/kayak.

At the end of Phase I, both barges would be filled with water and no mud would have been dredged. The Basin configuration showing slips gained at the end of Phase 1 could be:



Where:

Green = winter slips gain, no dock construction required

Yellow = summer slips gain, no dock construction required

Orange = year round slips gain, no dock construction required

PHASE 2

A mini dredge such as:



Piranha mini dredge

could be acquired or a small dredging contractor could be paid by the cubic yard.

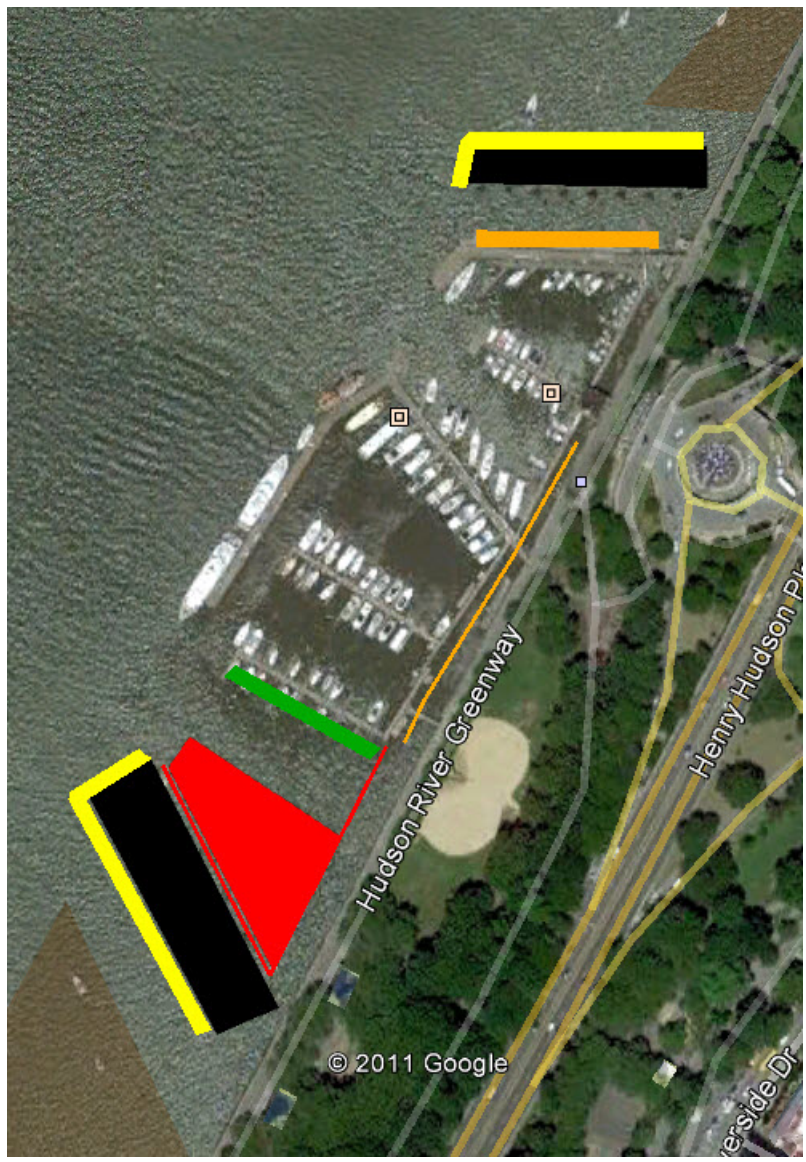
The dredge will be deployed on an ongoing basis with the output hose and a booster pump pumping mud slurry to the nearest barge. The mud pumped into the barges will displace the water through high overflow pipes. The barges will be used as internal settling ponds and could be filled with 42,330 cubic yards of Basin sediment. The Basin's mud area from 20 yards south of the southern barge to 20 yards north of the northern barge and from the dropoff to the promenade bulkhead will be deepened by over 3' on this first pass or a total of 39,420 cubic yards will be pumped into the barges.

The benefits of Phase 2 are:

- No environmental permit should be required since there is no concurrent disposal of the mud.
- Basin operation for summer season and year round permit holders will be uninterrupted. Slips can be dredged on an individual basis.
- Cost avoidance of over \$5 million for conventional dredging of the Basin.
- Since the crosswalks and southern docks will now be safe from river ice, over 20 new E Dock -F Dock bay year round slips (dependent on gas pipeline location) could be installed for additional revenue of \$156,800/year

- Over 650' of year round crosswalk alongside slips (on the promenade bulkhead side) can be opened for very small low profile vessels (little clearance of D-E cable and ramp and optional southern barge ramp/steps around high tides) for additional revenue of \$114,400/year
- 778' feet of outboard barges summer season slips can be opened for large transient yachts for additional revenue of \$64,800.
- The Basin waiting list could be drastically reduced and wait time complaints reduced.
- At this time the barges height could also be adjusted by dredging around the barges perimeter, e.g., the northern barge height could be adjusted to 3' above the promenade to protect the Basin against nor'easters.
- Ferry access during City emergencies such as terrorist attacks, dirty bombs, transit shutdowns and blackouts will now be available. Pier 1 south of the Basin was poorly designed to provide access from land and little else. It's rumored that an addition will be built to provide human powered vessels, recreational boats and emergency-time ferries access to the pier. In the past, a ferry terminal also was suggested between the south side of the pier and the gantry structure. However, dredging would be required between the pier head and landside and the scallops designed for fishing in the south side of the pier would present a problem with the fishing lines extending across the ferry channel. The southern barge could provide the above capabilities and a cost avoidance of \$?? million could be realized.

At the end of Phase 2, the barges would be filled with dredged mud yet there would have been no disposal of mud.. The Basin configuration showing slips gained by the end of Phase 2 could be:



Gain in slips at end of Phase 2 dredging

Where:

Green = winter slips gain, no dock construction required

Yellow = summer slips gain, no dock construction required

Orange = year round slips gain, no dock construction required

Red = year round slips gain, dock construction required. The southern barge location and floating docks location are dependent on the gas pipeline location and depth.

PHASE 3

One of the basic tenets of NYC waterfront development over the last decade has been a giveback by the developer to enhance the waterfront near the development. We asked the Mayor's Office to extend the concept to the Army Corps of Engineers NY Harbor Dredging Materials Management Plan. NY Harbor is going to be dredged to provide enough depth for the large commercial ships sailing up from the enlarged Panama canal to Port Elizabeth and Port Newark and the City will now require the dredging contractor dredging millions of cubic yards of mud out of NYC waters to provide a waterfront giveback by disposing of several barge loads of other NYC dredging material for each contract. We are proud to announce that the Boat Basin is the first designated giveback to the tune of two barge loads for each of the next two dredging contracts.

The dredging contractor can moor its empty barge near one of the full Basin barges and transfer and then dispose of the Basin's dredging material in the same locations they use for their channel deepening dredging material. PCB levels should be about the same for both projects.

The benefits of Phase 3 are:

- EPA permits can be bypassed as the channel deepening dredging will have the necessary permits.
- Basin dredging materials disposal cost minimized.

At the end of Phase 3, the barges would be filled again with water.

PHASE 4

The small dredging float would then remove another 3' of mud from the Phase 2 level and pump that mud to the barges until the barges are filled again with Basin mud. The city will then require the current dredging contractor (there will always be a dredging contract active in NY Harbor for decades to come) to empty the two barges.

The benefits of Phase 4 are:

- Less wakes damage to the docks, ramps and boats since wakes won't be amplified by the shallow depths and the longitudinal wakes and wind/current waves will be partially blocked by the barges.
- The Boat Basin would once again be a fully functional boating marina.

At the end of Phase 4, the Basin mud levels would be over 6' below the current levels.

PHASE 5

Dredging would continue in a punctuated equilibrium mode through the ensuing years until adequate depth is achieved and then maintenance dredging would be done on an as-needed basis. The Mayor's Vision 2020 requirement for Boat Basin dredging would have been accomplished before 2020.

SUMMARY

The above barges solution could provide a revenue increase of over \$500,000/year, a cost avoidance of over \$6 million and major enhancements of Boat Basin service to the public.

Commissioner, if we can't get approval and funding for the barges solution above, then the Marine Division should continue with their present dredging approach as described in [BULL Issue 2](#) and let's all pray for an accelerated global warming.

Parting proverb

I spent a lot of money on booze, birds and boats. The rest I just squandered.
- modified quote of [George Best](#)

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