

BOAT BASIN BULLETIN

Issue 14

All the news that floats we'll print

June, 2013

Quandaries

I'm in a quandary about publishing this quandaries newsletter. Since the current Parks Marinas management, Nate Grove, Senior Manager of Marinas, and Seth Goodwin, Chief Dockmaster, have managed the Boat Basin, there's been a distinct change in the Parks / Basin Boaters relationship. This has created quandaries for the boaters.

In this issue, the seniority system quandary and the legal fees quandary will be addressed. Future issues will deal with the rates increases, fuel jugs, trash, dredging, fire safety, Parks plans for the Basin, the 52 yachts rule, departures, communication and other salient quandaries.

Thanks to Mel Snyder and Suzie McCandless for the pictures 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.

This newsletter is being distributed to over 350 Boaters, Basin alumni, Basin friends and Parks. I expanded the distribution list for the [last issue](#) because of the interest in Superstorm Sandy's encounter with the Basin (kudos to Parks for getting the boaters back on their boats quickly) and for this issue for Steve Knee's obituary. If you don't want to receive these newsletters, please email me with "Unsubscribe" in the subject line.

Past newsletters are on iboatnyharbor.com

Ed Bacon
S/Y Prelude

-ED-

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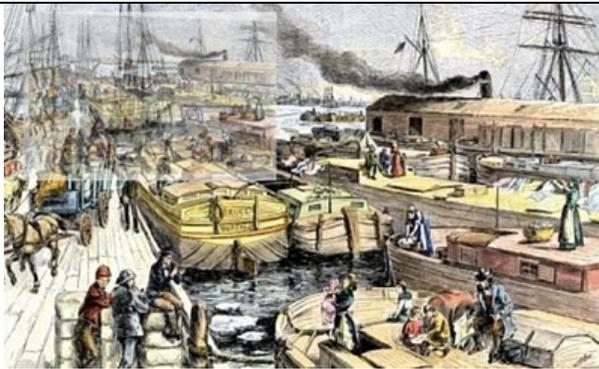
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PAST

What is history? An echo of the past in the future; a reflex from the future on the past.

Victor Hugo

Pre-Basin – Early NYC Liveaboards

Canvas Print of Erie Canal boats wintering in New York harbor from North Wind Picture Archives

In the 1880s, the Erie Canal would close for the winter before ice made the canal impassable. Some of the canal boats, many of which were run by families, would be towed by steamboats down the Hudson to NYC.

The canal boats would dock on the East River docks and the families would live aboard during the winter. The kids would attend school and the father would work in Manhattan. After the canal re-opened in the spring, steam boats would tow the canalers back upriver to the canal. See [Erie Canal Time Machine by F. Daniel Larkin](#)

[Correction: [Issue 13](#) Pre - Basin: Gustav Mahler's building at 109 Riverside Drive is at 83^d and Riverside, not 82nd.]

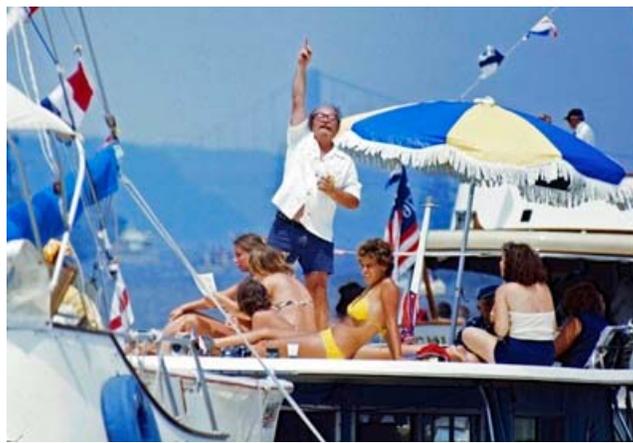
Boat Basin History: OpSail '76



from Mel Snyder

OpSail '76 – the best day in the history of the Boat Basin

Hudson Harbor Preservation Association, the boaters organization, provided and paid for security guards and worked with Parks and the concessionaire to provide a carefree day. While we had differences, there was a working relationship or partnership that made life at the Boat Basin easier.



OpSail '76 – Joe and Jeannie Fitzpatrick – from Mel Snyder

Deaths

Steve Knee, formerly of B Dock and C Dock for over 30 years:



Steven Knee ended his long and courageous battle with Cancer on June 4th, 2013.

He had been living bi-coastally since meeting his soul mate Susan in 2005 and had finally made the permanent move to La Jolla, CA last year.

Born in New York City, the son of "King of the Jingles" Singer/Announcer/Actor Bernie Knee, Steven came to the film industry with a background in art, music, and business.

Filming commercials started at age 12 with a Revere wind-up 8mm film camera with a cast made up of family, friends, pets, and local characters.

While in college, majoring in Graphic Design with minors in Music and Theatre, Steven worked as a musician playing in bands and recording for Epic, Electra, and Jeff Barry's Steed Records. As Music Director, he composed an original score for a student production of James Joyce's "Finnigan's Wake", which was invited and appeared at the Holland Festival in Amsterdam.

After graduation, his professional career began as a Designer and Art Director for several New York art studios and advertising agencies. Stepping into the production world, he became a Concert Producer, promoting shows at clubs like Max's Kansas City, later opening a theater to present concerts featuring *Pat Metheny*, *Gato Barbieri*, *Peter Tosh*, *Sea Level*, and *Spyro Gyra*.

Wanting to get back to more visual projects, Steven started working on film sets for low budget PSA's and music oriented films. Climbing up the production ladder, he acquired experience working as Producer, Location Manager, and Set Photographer / Videographer. After shooting a few "Making Of" Videos, the clips became the start of a reel which led to the creation of a small Music Video Production Company where he designed, shot, and edited projects for local area bands and performers.

Steven came to the charter boat industry 20 years ago by way of working as a Location Manager in the film industry, always being the "guy with the boat" to hire when needed for shoots. Expanding to the pleasure side of the market, Steven had developed Urban Desire Cruises as a yacht charter agency in New York, California, and beyond. Steve sold Urban Desire in the summer of 2012 and moved to the west coast.

Steven is survived by his beloved wife Susan McCandless of La Jolla, CA, step son Alex and grandchildren Kai & Sayla; sisters Marcia Dorn Kaiser of Fort Lee, NJ & Nancy Vargas of Seattle, WA plus several cousins.



Steven's greatest loves besides Suzi, his sisters and close friends were always boats and doggies.

Suzie's address is:

Suzie McCandless

5450 Beaumont Avenue

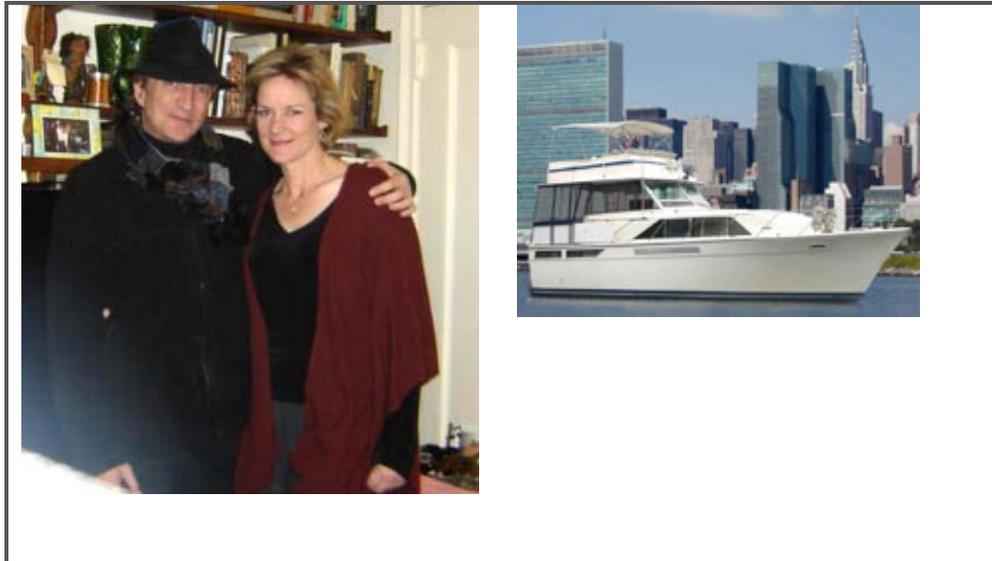
La Jolla, CA 92037

Donations may be made to (German) Shepherd's Hope Rescue, Brooksville Lane, Glen Head, NY 11545; or Chihuahua Rescue of San Diego, 3711 Mt. Abbey Ave., San Diego, CA 92111; or The American Cancer Society, www.cancer.org/donate, [800-227-2345](tel:800-227-2345).

There will be no services at this time. Steven will be cremated and there will be Celebrations of his life and scatterings on both coasts in the coming year.

If you'd like, sign the guestbook at www.pacificbeachchapel.com





▪ *from Steve's blog and his wife Suzie*

Richie Havens, formerly of D Dock – see [Issue 12](#)



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PRESENT

"The time is now, the place is here. Stay in the present. You can do nothing to change the past, and the future will never come exactly as you plan or hope for." – Dan Millman

Quarterly Meetings

11 months since the last Parks Marinas / Basin Boaters "quarterly" meeting.

Leah Oppenheimer

Leah, who was born and grew up at the Basin, has been interning in Europe. Check out her blog <http://www.redvelvetbluemoon.com>

Bernie Karl

Pippin, the musical, is back on Broadway. Rumor has it that Bernie is dusting off his drumsticks. Bernie was the drummer in the original production of Pippin in the 70's.

Diver

John of Dive-Tech is ready to replace zincs and clean bottoms at the Basin. Charge for cleaning the bottom is \$3.50/foot and zincs will be replaced at \$10/zinc plus the cost of the zinc if you don't have a replacement. If you are not having your bottom cleaned, it's \$20/zinc plus the cost of the zinc.

His shop was wiped out by Sandy and while he has replaced his gear, he lost all his records. You'll need to call him at 201-820-7420 ASAP with your bottom cleaning and zinc requirements.

Gale Brewer

Gale, who has helped the Basin boaters many times in the past as our City Council member, is running for Manhattan Borough President. She needs our support. Volunteer by contacting Adam J. Nashban at ajnashban@gmail.com and/or make a campaign contribution at <http://www.galebrewer.com/>

Ken Biberaj

Ken is running for Gale's old seat on the City Council to represent the Upper West Side and has expressed a willingness to work with Basin boaters when needed. Volunteer and/or make a campaign contribution via info@ken2013.com

Flood24

I'd appreciate y'all taking a look at [Flood24](#), a non-profit 24-hour flood forecasting system that I'm developing. .

Initially I'm looking for content and information that I should be showing the potential floodee so that better decisions can be made as a storm approaches. At this time, the prototype consists only of static displays of information and the flow that a potential floodee could follow to assist in making decisions on evacuation, moving cars to higher ground and moving inventory or belongings to higher floors. For boaters, it will assist you in the decision to leave your boat in the slip or haul it out at a boatyard.

Any suggestions would be appreciated. You can provide feedback via <mailto:ebacon@nyc.rr.com>

Departures Quandary

Some of the departures are due partly or wholly to the Parks quadrupling dockage rates since 1989. Some are due to the disruptions in lives resulting from Parks Marinas decisions and rules changes.

Future issues will discuss the departures. Here are a few:

Leslie Day and Jim Nishiura – 33 years

Jane Clegg - winters – 25 years

Phil Argiroff

Linda Mays and Nat Litchwar

Seniority System: Quandary

For over 60 years, whenever a Basin slip opened up, the following guideline applied:

**Seniority by slip, by season,
Except for a good business reason.**

What's a good business reason? Here's an example: Our Prelude has been on the wave wall for the summer season for the last 28 years. If they fill the wave wall with megayachts, Parks asks us to move. That's a good business reason. Last year, we moved Prelude 8 times.

For seasonal slip assignments, this guideline had worked very well through the years. When a Basin slip opened up, the management posted a notice that the slip was available and the most senior boater had first refusal. If that boater did not want the slip, then the seniority list was used to determine who got the slip. Since most boaters were happy with their slip, another boater down the list had a good shot at obtaining the new slip.

If you didn't get along with your neighbor, you could move to a new slip. If you felt it was easier to run out of the new slip, you had a shot at it. If you wanted the better view of the new slip, you had a chance at it. No arguments with management. No arguments with other boaters. No favoritism.

There was Joy in Mudville.

The current management team of Nate Grove and Seth Goodwin do not post new open slips and since they don't communicate, we're not sure they even recognize the seniority system. When was the last year a slip was posted? They arbitrarily decide that the slip will be assigned to transients or new boats with total disregard for the seniority system. They decide that a transient, most of whom enter the slip, sit for days, weeks or months and depart the slip once, should not have to put up with the hardship of less desirable slips.

Caveat: As usual, we have incomplete information since open slips are not posted. We don't know which slips were open. We don't know what other considerations were involved. We don't find out who got the slip until it's a fait accompli. However, there is a pattern so we have to resort to whatever anecdotal information we have:

Clive and Clodagh Green: last year when the slip two slips outboard of their slip opened, they wanted to change their 'hood and asked for the slip. Informed by Seth that it was designated as a transient slip, their request was refused. Sandy arrived and their finger dock ended up on top of a piling for the winter. They were told to move to the slip they had wanted. This summer, they wanted to stay. Guess what? They were told to move back. A new boat or transient boat is now in the slip. We realize that the Basin is trying to attract transients, but 2 slips difference does not make a "good business reason". They deserved that slip. What's the good business reason?

Zach Rubin: He asked for the last couple of years to be assigned a slip that would enable him to get in and out of the marina mud for an extra few hours a day. Two years ago he was moved out two slips but is still in an inboard slip and it's just as shallow. He asked again. Answer from Seth was: "not presently aware of any appropriately sized openings". Meanwhile, a transient similar size motor yacht moved into the second slip on the outboard southern end of D Dock and a new motor yacht of the same size arrived near the end of E Dock so Zach frequently spends hours on the inside of the wave wall as he waits for high tide to access his slip. What's the good business reason?

Simone diBagno: Simone was kicked off E Dock years ago and has missed the view that he had in several slips. His current boat is midway on D dock Last year he asked to move outboard to the second slip on the south side of D Dock where Dick DeBartolo's larger houseboat sat for years. They moved a new boat into the slip this summer. Goodbye to the improved view for Simone. What's the good business reason?

Abdel Glavey and Gloria Weiss: Had to vacate the most inboard slip on the north side of C Dock and move two slips outboard when their finger dock ended up on a piling during Sandy. They asked to stay in the new slip this summer but were told to return to their slip when the finger dock is restored to normal. What's the good business reason?

Others? If you've had a similar incident, I'll publish it.

New permit holders: Feel this is not an issue of interest to you? It will affect you sooner than you think.

Old permit holders: As the Basin silts in more and Parks continues the trend to a summer season and catering to the transients, who knows....

It's not a good business reason making it easier for a transient who enters and leaves once. It's not a good business reason if Parks dislikes a permit holder. It's not a good business reason guessing that the permit holder's use of the slip is not as good as another's. When there is no good business reason, the only considerations should be seniority, fit and safety of the vessel.

We were told during the last rates increases that the reason for a 19% winter rate increase and a 11% summer slip increase for only the slip permit holders was that we were "predictable income". Seems as if we're now becoming "predictable slip permits". As usual, Parks management tries to ignore the fact that people are associated with the permits.

This quandary is creating a lot of bad feelings in the Basin. Instead of dredging or sucking the mud out of Mudville:



Parks Marinas management is sucking the joy out of Mudville.

Oh, somewhere on these favored shores the sun is shining bright;
The band is playing somewhere, and somewhere hearts are light,
And somewhere men are laughing, and somewhere children shout;
But when a great slip opens up by someone moving out
Oh, there is no joy in Mudville, permit holders are kept out.

-with apologies to Ernest Thayer who wrote "Casey at the Bat"

Legal fees: A Quandary

One of the quandaries of communicating with Parks Marinas management when new rules and rates are announced from behind the Wizard of Oz curtain to us munchkins is that Parks has a contingent of lawyers available to them at no cost. We have to pay for our lawyer.

When we challenged the last Parks rules changes and rates increases last year, there was general agreement that we needed legal representation. Norman Siegel was hired and represented us through the confrontation with Parks. One of the major benefits of the protracted legal battle was the one year delay in implementing the proposed rates increases. If we hadn't waged the legal battle, you would have paid the proposed increases last year starting May 1, 2012. Instead, the rates increases were delayed until the current permit period which began May 1, 2013

Dockage: For a 30' boat, the savings on the last permit year were the proposed winter increase of \$17/ft and the summer increase of \$12/ft. For a 30' boat, the dockage savings last year were \$870.

Electric: The savings on the proposed 25% increase in electric last year was \$150 if you used \$50 of electric/month.

Garage: If you also had a car space in the garage, your savings last year was the proposed 10% increase or \$300.

Total: The total savings for a 30' boat was up to \$1320 for last year. Savings for this year and future years will be the difference between the proposed \$0.25/ kilowatt and the agreed-upon pass-through rate from Con Ed.

A request for donations for the legal fees was made to the Basin boaters and alumni. Twenty-five of your boater neighbors responded with donations. The average donation was \$227. At this time, we still owe \$2,025 in legal fees.

We're asking you to please contribute a part of the above savings to the legal fees. You can either pay by check made out to "Ed Bacon" or if you need a legal name for a tax deduction, make out the check to "Siegel, Teitelbaum and Evans". The check may be hand delivered to the Prelude on C Dock or mailed to:

Ed Bacon
W. 79th St Boat Basin - #55
NYC 10024

Thank you to all the boaters, Basin alumni and Basin friends for your past support.

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PFUTURE

*Our imagination is the only limit to what we can hope to have in the future.
Charles Kettering*

Pfantasy Pfuture

I worked in computer systems for many years. Many times outside experts and management designed systems without involving the system users at the beginning. These systems had a high probability of failure when implemented. Either the design was lacking and/or the users submarined the system when it went online.

This Parks Marina management never works with the user or Basin boater on new rules, regulations, rates or issues. It's always an edict or a fait accompli. More in future issues.

The Pfantasy: Parks Marinas management will work with the Basin boaters in the future.

Correction: Issue 13, Pfantasy Pfuture: *The one dock that made it through Sandy unscathed was Pier 66, the floating barge restaurant at 26th St. Pier 66, an old railroad car float, simply rose on its spuds as the water levels rose to the maximum surge level.*

Actually, the World Financial Center ferry terminal, another floating spuds barge, also made it through Sandy unscathed and was back in operation the following day. Why does the City continue to install fixed piers on the Hudson shoreline of Manhattan? Was there a fixed pier on the Manhattan shoreline that did not sustain damage from Sandy? The new \$1.4 million Boat Basin A dock will be another pretty Hudson River Park Trust style fixed dock but it won't provide adequate protection from storm surges, river ice, marine borers or rising sea levels. How many years will it be before we see Parks again replacing wallboard in the dock office which sits on a fixed pier?

Parting proverb

Communities are groups of people that know they belong to each other and so they give up some of the 'me' for the 'we'.

Nancy White

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