

# What's different about fall boating?

## 3 on-water safety tips

Plus, a deep dive into choosing your winter boat cover

By BoatUS Foundation for Boating Safety and Clean Water

For some boaters, fall is the best time for boating. Summer's steamy days have surrendered to more comfortable temperatures, angling improves, and winds are stronger for sailing. It's also time to embrace extra boating safety efforts for the season and look ahead to how you're going to store your boat this winter.

The nonprofit BoatUS Foundation for Boating Safety and Clean Water has three boating safety tips to consider, as well as some test results on the four main types of winter boat covers.

**Take safety seriously.** If you ask the U.S. Coast Guard about boating safety and drowning, they'll tell you that three of every four boaters who drowned in 2022 were using vessels less than 21 feet in length at the time (when boat length was known in the accident statistics). The BoatUS Foundation says that small boats, in particular, are more susceptible to the effects of stormy weather. During leaf-peeping season, there's also more solo boat operation – which means it's wise to wear a life jacket and file a float plan so someone can raise the alarm if you fail to return. A self-boarding ladder, such as a length of multi-looped rope anchored to a cleat, should be easily grabbable from the water.

**Keep up with maintenance.** Like many boaters, enjoying summer boating season was primary. Secondary was toiling over the things that broke, leaked or came apart. Ensuring your vessel remains reliable is important as there are fewer potential "Good Samaritan" boaters – generally your closest rescuers – to provide help, if necessary.



• **Use your engine cutoff switch.** While all states require an engine cutoff switch (ECOS) use for PWCs, seven states and the U.S. Coast Guard also require ECOS devices for boats. The Coast Guard's rule requires ECOS wear when aboard vessels less than 26 feet traveling on plane or above displacement speed. The ECOS can be located at the helm of the boat or on the tiller or body of an outboard engine, and typically connects to the boat's operator with a lanyard. Some ECOS devices eliminate the lanyard and rely on wireless proximity devices to shut down an engine if the operator goes overboard.

Regardless, an accidental fall overboard could quickly turn dangerous. Make your ECOS your boating friend this fall.

**Bonus:** Look for a winter boat cover. Have you ever considered using a reusable winter cover instead of shrink-wrap? The BoatUS Foundation recently put a number of common boat storage covers to the test. Some findings include: "Waterproof" and "water-resistant" covers are not the same; boats on

rack storage may have no other choice than shrink-wrap due to safety reasons; and ensuring all-winter-long survival of any type of boat cover includes making sure the cover is well-supported and adding padding to a boat's hard edges and tops of all cover support poles.

The full report, "Foundation Findings #60: What You Need to Know About Boat Covers for Winter Storage," can help boaters fairly evaluate reusable, more environmentally friendly options.

### More About BoatUS

The BoatUS Foundation for Boating Safety and Clean Water is a national leader promoting safe, clean and responsible boating. Funded primarily by donations from the nearly 800,000 members of Boat Owners Association of The United States (BoatUS), the nonprofit provides innovative educational outreach directly to boaters and anglers with the aim of reducing accidents and fatalities, increasing stewardship of America's waterways, and keeping boating safe for all. Visit [www.BoatUS.org/Courses](http://www.BoatUS.org/Courses).

## RRG provides update on recent hearings

BY VINCENT AGNELLO

President

Residents For Responsible Government Inc. (RRG)

In conjunction with the New York State Siting Board, the NYS Department of Environmental Conservation has been holding hearings on whether to approve or reject a new hazardous waste landfill in our community. CWM Chemical Services applied 20 years ago to build a new toxic waste landfill operation about a mile from schools. It took 12 years for CWM to submit an application to the NYS DEC deemed sufficient for a state Siting Board to consider. That consideration began in 2014, while CWM's last toxic waste landfill closed in 2015.

After numerous conferences, motions, and briefs since 2014, testimony from experts was ordered for specific issues where the board and administrative law judge wanted more info. Those hearings began in 2022. To be approved, CWM must satisfy two different decision-makers on each issue raised for testimony, as well as what's already been offered in public comments and applications.

Since the hearings are held during the day when many residents are working, I offer some highlights I observed from sworn

testimony at the hearings:

**Public Interest:** CWM's witness could not identify where the supposed costs for building and operating a new toxic waste landfill would be spent. He did not know how much CWM historically spent on its providers inside the state of New York and outside of the state. An economist, real estate appraiser, tourism expert, and building inspector presented by Lewiston resident Amy Witryol indicated that CWM's toxic waste landfill proposal would be detrimental to local economic development and likely reamplify the adverse reputation of Love Canal.

**Groundwater:** CWM fought to bar the U.S. EPA's groundwater flow analysis, similar to that offered by the expert for Niagara County and other municipalities.

**Truck Traffic Noise:** CWM's engineer testified that a new landfill would cause truck traffic that, on "average," would disturb residents on the truck route "only" between 5 and 6 a.m. A nationally recognized noise expert engaged by Witryol testified that his actual noise measurements along the route in almost every case differed dramatically from CWM's computer model, which he deemed unreliable.

**Diminution of Local Real Estate Values:** Two expert witnesses in valuation economics engaged by RRG testified that a new toxic waste landfill would significantly reduce future property values in Lewiston and Porter.

**Marketing of Agricultural Products:** The county's former Farm Bureau president testified regarding the potential adverse impacts on the reputation of Niagara County products. CWM's attorney focused on the witness's mailbox's location and not his orchards. CWM offered no rebuttal witness.

**Radiation:** Hearings about radiological contamination on CWM property will take place in October. DEC has authority, but has never required CWM to investigate and remediate all suspect areas of its property. This has limited the radiological contamination the Army Corps of Engineers could ultimately investigate and remediate on most of CWM's 715 acres.

**Air Modeling of Pollutants:** This, the last issue ordered for testimony, is yet to be scheduled.

Periodic updates on attending hearings via phone or the internet, other info, and how you can help are posted at [rrg-ny.com](http://rrg-ny.com).



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