

Touring Around The State

Working for Cleaner Marinas

In late-September, Sea Grant will take part in a three-day national clean marina workshop in Mystic, CT. Planned in part by NYSG's Great Lakes Program Coordinator Dave White, the workshop will be the first of its kind designed to produce a national framework for implementing EPA's marinas and recreational boating management guidelines.

"Our efforts will build on the experiences of clean marina programs existing in the states," says White. "We're seeking to provide assistance to local, state and national partners to create and deliver innovative clean marina programs. We're also looking to offer an outreach mechanism for extending the national nonpoint source pollution guidance for marinas and recreational facilities."

The Marine Environmental Education Foundation (MEEF) will oversee the workshop, which is partially funded by EPA and the National Sea Grant College Program. MEEF, the group behind the National Clean Boating Campaign, is a national nonprofit foundation bringing together specialists on marine environmental issues from public and private sectors.

Says White, "MEEF is dedicated to developing educational programs and research that will help result in cleaner waters and will foster positive attitudes toward the importance of water quality protection."

—Paul C. Focazio,
Dave White

Along our Canadian Border..

Do you own one of the 20 million vehicles that crosses the seven international bridges between New York and Canada each year? More than half a million boats are registered in New York state. And so, NYSG and Seaway Trails, Inc. are encouraging recreational boaters, RV owners, camping enthusiasts and traveling motorists to plan visits to New York's and Ontario's Great Lakes and St. Lawrence River shorelines. How? By preparing "Know Before You Go," a free 2002 Cross Border Travel Tips brochure.

Some of the travel tips Sea Grant and Seaway Trail, Inc. are suggesting to boaters and motorists traveling to New York or from New York to Canada are:

- Bring two forms of proper identification.
- Keep items, receipts ready for inspection.
- Be flexible as regulations governing travel are subject to adjustment.
- Remember to call ahead to Canada/U.S. Customs offices to learn if your usual port will be open. Some ports previously accessible may not be accessible in 2002.
- Know the reporting requirements for boaters and where to apply for I-68 permits to arrive in U.S. waters and for CANPASS permits to arrive in Canada by boat and auto. Day travelers do not need permits, but must check in for inspection at ports or bridge crossings.

In essence, an I-68 permit is for the waters what an E-Z pass is for the roads. It is for frequent travelers to pass through border inspections. Permit holders are still subject to inspections, though. The I-68 simply makes for an easier travel passage process.

"Videophones and I-68 permits are just two of the measures that Customs and Immigrations have undertaken to facilitate recreational boater travel into the U.S.," says **David White**, NYSG's Great Lakes Program Coordinator. Boaters will need to apply for these permits in person this year to be photographed and fingerprinted at the time of application. Permit fees remain the same.

The boater brochure also includes a list of Seaway Trail ports of call in New York state. Some of these have videophones for reporting boat arrivals, a phone number for reporting boat arrivals at Canadian ports, and a list of international bridge crossings and a Web site to check for wait times.

"Boaters and motorists along the shoreline can expect to see an increased customs, immigration and law enforcement presence at ports of call, on the water, and at border crossings," cautions White. "But along with Seaway Trail, we've worked closely with U.S. and Canadian government officials who assure us that cross-border travel will be facilitated for low-risk travelers."

White adds, "We encourage Canada's recreational boaters and motorists to plan ahead to visit New York by collecting proper identification documents." These include passports, proof of citizenship, driver's licenses, birth certificates, and parents' letters for children traveling with friends.

"The customs and immigration officers we have spoken with indicate a strong understanding of the importance of tourism and boating to New York state," says **Teresa Mitchell**, Executive Director of the nonprofit tourism organization Seaway Trail, Inc. "They have developed programs that will provide for both enhanced security and enhanced enjoyment of our region by visitors."

— Kara Lynn Dunn



Boating on Little Sodus Bay, Lake Ontario
Photo courtesy of Diane Kuehn

Along the Hudson...

Nordica Holochuck coordinates Sea Grant's activities in New York's Hudson Valley. This July, Holochuck supported City College's fourth annual weeklong Hudson River ecology class for public and private school teachers. The field class was conducted by Cornell Cooperative Extension of Rockland County's Environmental Program leader Mark Russo. Teachers visited The Audubon Sanctuary at Constitution Marsh where they seined and collected specimens in Indian Creek, (pictured above). The teachers are required to develop lesson plans focusing on the Hudson River Estuary as part of the course. Holochuck provided them with the needed resources, educational information and technical assistance.

Holochuck is also helping to launch the Hudson River Mariners Program. Her work with the region's recreational and commercial boating organizations is two-fold: (1) to promote best management practices for



Teachers participate in the fourth annual Hudson River ecology class, courtesy of Nordica Holochuck

pollution prevention, and (2) to educate the general boating public on water pollution prevention and Hudson River stewardship issues.

The Mariners Program is also sponsoring a research project with Rensselaer Polytechnic Institute's Richard Bopp and his student, Michael Wood. Bopp and Wood are studying existing NYS DEC data on the type and prevalence of sediment contaminants in Hudson estuary marina areas. Their goal is to characterize groups of contaminants present in various stretches of the river. RPI's resulting report could offer answers to Hudson marinas and yacht clubs. They are faced with deciding when dredging is the best solution for improving river accessibility.

— **Paul C. Focazio,**
Nordica Holochuck

Along our Rural Coasts...

Tourists in New York's rural counties come for the fishing, boating, camping, and hunting. They also visit NY's many parks, festivals, and historic sites. While en route to these activities, tourists also visit farms, farm stands, and other agritourism sites. That's what **Diane Keuhn** and **Duncan Hilchey** found in a recent study.

Keuhn, a NYSG coastal tourism specialist, and Hilchey, an agriculture development specialist with Cornell University's Farming Alternatives Program, have released two publications on agritourism in New York. Their findings are two-fold: a market analysis and a study of the state's agritourism's management and operations.

The market analysis considers visitors' age, gender, length of stay, and traveling group. The business owner survey indicated that a large percentage of agritourism customers

are 55 years of age or older. Women are present in groups visiting agritourism sites ninety-eight percent of the time. Most customers are day visitors to the area.

Customer survey results show:

- ▶ Nearly three-quarters travel to agritourism sites with family.
- ▶ Almost one third come with friends.
- ▶ Almost half of the customers surveyed said they were repeat visitors to agritourism sites and that word-of-mouth was how they learned of the businesses.

Funding for the two-part study was provided by the U.S. Department of Agriculture through Cornell University's Research and Extension Integration Grants Program. See *page 23 for ordering details.*

— **Kara Lynn Dunn**



Visitors tour Alasa Farms, a historic Shaker farm in Alton, NY. Photo courtesy of Doug Ververs of the CCE of Oswego County.