



VILLAGE OF SODUS POINT

PO BOX 159 / 8356 BAY STREET

SODUS POINT NY 14555

Phone 315-483-9881 Fax 315-483-0913

TDD 800-662-1220

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INTL. JOINT COMMISSION
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June 9, 2006

The Secretary, United States Section
International Joint Commission
1250 23rd Street NW, Suite 100
Washington, DC 20440

International Joint Commission

ACTION: FT
INFORMATION: LB, SC, CMRS
FILE:

Dear Secretary,

This letter is in response to the request for public comment on the Lake Ontario water level management plans submitted by the Lake Ontario-St. Lawrence River Study Board to the International Joint Commission.

As Mayor of the Village of Sodus Point, I wrote to the Study Board in July of 2005, outlining the effects of high water on the residents and businesses of the Village, and stating the Village Board of Trustees position on the proposed plans presented in public meetings. In February of 2006, I wrote to Congressman James Walsh in anticipation of the submission of the lake level management plans that were finalized by the Study Board in March of 2006. The arguments and observations in those letters are as pertinent today as they were at the time of writing and I attach those documents as response to the request for public comment. I have also enclosed a recent issue of the Sodus Bay Historical Society which photographically depicts the effects of extreme high and low Lake Ontario water levels on the Sodus Bay area and the Village of Sodus Point in particular.

Rather than repeat the points in the attached documents, let me summarize by saying that any acceptable plan must have upper and lower lake level control limits or "criteria" that maintain the current minimum lake level at 243.3 feet and the current maximum of 247.3 feet. Levels above or below those extremes will have serious consequences not fully considered in the study.

I fully support the positions of Study Group members Doctors Sciremammano and Barletta as detailed in a letter of May 31, 2006 to Dennis L. Schornack.

Sincerely,

Michael F. Sullivan, Mayor



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February 14, 2006

Honorable James T. Walsh
US House of Representatives
1180 Canandaigua Road
Palmyra, NY 14522

Dear Representative Walsh:

The purpose of this letter is to express great dismay and concern over the 3 plans proposed by the International Lake Ontario- St. Lawrence River Study (the Study) to the International Joint commission (IJC) for control of Lake Ontario water levels. I have enclosed a letter submitted to the Study and the Public Interest Advisory Group of the Study in July of 2005, expressing the Sodus Point Village Board of Trustees position on the plans. I have also enclosed a copy of the most recent Sodus Bay Historical Society newsletter which provides graphic display of the past extreme high and low lake level events.

The three plans submitted to the IJC are known as A, B, D. None of the plans include upper and lower control limits as provided by the current Plan known as 1958DD. Despite assurances made at public hearings in the summer of 2005, none of these plans were modified to minimize the damage to the south shore communities. As a consequence, all three proposed plans harm the south shore property owners and communities. Property damage is associated with flooding and erosion from high water extremes. Low water extremes will very adversely effect recreational boating and the commercial enterprises associated with such boating. (Several of the marinas in Sodus Point will be essentially out of business at extreme low water; all will be non-functional at extreme high water, if not flooded outright.) Numerous public officials at the summer hearings pointed out the substantial economic impact to communities due to loss in property values along the shoreline and embayments and the subsequent loss of property tax revenues to local governments. This impact continues to be ignored in the study recommendations, resulting in significant bias to the economic results of the study.

The primary justification for the creation of extreme high and low water levels is environmental restoration. However, the primary environmental issue identified was the lack of periods of low water. This arises from actions of the St. Lawrence River Control Board which never allows the lake level to fall into the lower portion of the four-foot target range set by the IJC.

Instead of addressing the low water environmental concern, the Study recommends extreme water level regimes with increased high levels that are inconsistent with the natural water level regime that occurred **prior** to the construction of the Seaway and dam in the late 1950's. The result is increased damages to the shoreline and downstream riparian property owners and small businesses, with the economic benefits transferred primarily to big businesses in the form of electric utility and shipping interests.

It is noteworthy that the National Research Council, after independent review of the Study, pointed out serious deficiencies in the underlying environmental science and studies used to evaluate and justify the benefits of extreme water levels on Lake Ontario. The National Research council has stated unequivocally that the science utilized is neither sufficient nor appropriate for evaluating and comparing water level management alternatives.

The Sodus Point Village Board of Trustees has supported the commencement and continued funding of the Study over the past five years under the assumption that improvements would be provided for the south shore property owners and communities. If that was not possible, it has assumed that benefits to other interests would only be provided to the extent that the existing shoreline property owners and communities would be protected to at least the extent they are under the existing Orders of Approval. The Orders currently state that:

“Consistent with other requirements, the levels of Lake Ontario shall be regulated for the benefit of property owners on the shores of Lake Ontario in the United States and Canada so as to reduce the extremes of stage which have been experienced.”

In addition, the current Orders of Approval provide for a target four-foot range of level on Lake Ontario which has been relied upon for over 40 years in the development and protection of the shoreline, in the design and protection of navigation channels and facilities, and in the design and operation of recreational boating, docking, launching and mooring facilities. All such development and protection are seriously threatened by the submitted plans.

It is clear from the Study results that no serious attempt was made to improve the situation for the Lakeshore communities. It is also clear that the Study was predicated on the provision of benefits to other interests solely at the expense of the south shore and downstream riparian communities.

The Study recommendations would remove basic protections assured by the government, disrupting the shoreline and shoreline communities, with no compensation and no mitigation. Implementation of the Study recommendations would violate the trust that government will live up to its agreements and assurances to citizens and communities.

I urge that you use the influence of your office such that the IJC not adopt any of the three operating plans recommended to that body without further refinement to avoid the substantial damages that will result from them and a correction of the science upon which they rely. Implementing any of these operating plans without safeguards and mitigation to protect the shoreline residents and communities is irresponsible and a betrayal of a basic assurance to these citizens made by the US and Canadian governments over forty years ago.

Thank you for any help and consideration you can provide.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael F. Sullivan". The signature is written in a cursive style with a large initial "M".

Michael F. Sullivan, Mayor
Village of Sodus Point



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July 27, 2005

Arleen K. Kreusch
Public Affairs Specialist
1776 Niagara St.
Buffalo, NY, 14207-3199

Dear Ms. Kreusch:

The attached resolution, addressing Lake Ontario water level plans, was adopted by the Village of Sodus Point Board of Trustees on July 21, 2005. In summary, we find all of the proposed lake level plans to be unacceptable. They are unacceptable because all candidate plans expand the range of lake levels beyond the four foot target range contained in the current criteria and, further, none of the candidate plans contain any criteria or control limits. Placing the lake level on "autopilot", as some have described it, is not a responsible action.

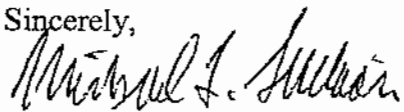
Models predict that all of the plans would result in water levels in excess of 248 feet against a current maximum of 247.3. The maximum lake level recorded since 1918 is 248.56 in 1952. The central business district of the Village of Sodus Point, Sodus Bay Yacht club and a large percentage of private residences are located on Sand Point within the Village (Greig St.) and were completely flooded in 1952. The same is true of areas on Sodus Point (beach area) and marinas surrounding the west side of the Bay. Slightly lower levels, but still over 248 feet, occurred in 1947 with the similar consequences. Since completion of the Seaway, the lake level reached 248.46 in 1973 and sportsmen were shooting carp with bow and arrow from boats on Greig Street! Needless to say, extensive damage occurred to both residential and commercial structures. In May of 1993, the lake reached 248.0 feet and, again, some flooding occurred. Extensive sandbagging of residential and commercial structures was required. Note that any increased wave action from wind or boat wakes aggravates the problems beyond "simple" flooding. The Village of Sodus Point cannot tolerate lake levels above the current maximum of 247.3 feet.

A major flaw in the economic modeling that was done in association with the proposed plans is failure to include losses in assessed property values if property is subject to frequent flood conditions. A significant percentage of the total tax assessment of Wayne County is waterfront property, the vast majority of which is subject to the vagaries of Lake Ontario water levels. Imagine the impact on the tax rate of the landside populace when waterfront property values plummet. In addition, it is noteworthy that flood damage in the 21st century will be of much greater consequence than in the mid 20th century because of increased commercial development and conversion of private

residences from seasonal cottages to year round. Much renovation and rebuild has occurred since the last major flood period.

We urge the PIAG to come up with an acceptable plan or leave the current lake level regulatory plan in place. The human habitat must receive due consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael F. Sullivan". The signature is written in a cursive, somewhat stylized script.

Michael F. Sullivan Mayor

RESOLUTION REGARDING THE REGULATATION OF ST. LAWRENCE RIVER OUTFLOWS AND THE
MANAGEMENT OF THE LEVELS OF LAKE ONTARIO AND THE ST. LAWRENCE RIVER

Adopted by the Village Of Sodus Point Board of Trustees, July 21,2005

WHEREAS, the International Joint Commission (IJC) is a bi-national organization established by the Boundary Waters Treaty of 1909 between the United States and Canada; and,

WHEREAS, the IJC approved the construction of the St. Lawrence Power Project in 1952 and, after conducting public hearings, approved Criteria for the operation of the system in 1956; and,

WHEREAS, the approved Criteria specifically state that the system is to be regulated to minimize the occurrence of extreme high and low water levels on Lake Ontario and the St. Lawrence River with a target four-foot range on Lake Ontario; and,

WHEREAS, the IJC and its boards have regulated the outflow of the St. Lawrence River in accordance with the orders of approval and Criteria since 1959; and,

WHEREAS, communities and individual property owners have relied upon the approved Criteria and target water levels in the design and placement of structures and public infrastructure and in the regulation of the placement of such structures; and,

WHEREAS, the IJC formed an International Lake Ontario-St. Lawrence River Study Board and commissioned the Lake Ontario St.–Lawrence River Study (LOSL Study) in 2000, which is nearing completion; and,

WHEREAS, the International Lake Ontario-St. Lawrence River Study Board is considering the recommendation of three new regulation plans which do not follow the approved Criteria and may have a significant impact on Lake Ontario and the St. Lawrence River water levels for years to come; and,

WHEREAS, all of these candidate plans will result in an increased range of water levels, which will negatively impact the shoreline areas of Lake Ontario and the St. Lawrence River through increased erosion and flooding and that will imperil public safety, individual and public property and public infrastructure; and,

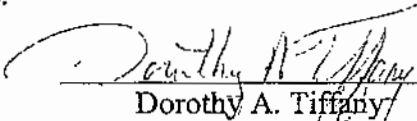
WHEREAS, the Village of Sodus Point holds the protection of public safety as its highest duty; and,

WHEREAS, the Village of Sodus Point Board of Trustees has concluded that none of the Plans under consideration provide the same level of protection as envisioned in the approved Criteria; and,

NOW, THEREFORE BE IT RESOLVED, the Village of Sodus Point Board of Trustees hereby urges the International Lake Ontario – St. Lawrence River Study Board and the International Joint Commission to further investigate alternative operation plans to produce a more acceptable alternative; and,

NOW, THEREFORE BE IT FURTHER RESOLVED, the Village of Sodus Point Board of Trustees hereby urge the International Joint Commission to retain the current Criteria and operating plan for regulating outflows from the St. Lawrence River if no better alternative is identified by the LOSL Study.

I, Dorothy A. Tiffany, Village Clerk-Treasurer of the Village of Sodus Point do hereby certify that the above resolution was adopted by the Village Board of Trustees at their meeting on July 21, 2005 by unanimous vote.


Dorothy A. Tiffany
Village Clerk-Treasurer



Sodus Bay Historical Society

From Jean's Desk

Readers' response to the article on the Robins has been most gratifying. I seem to have awakened some old memories. One member who contacted me is my good friend and classmate, Herb Kallusch, a Sodus Point native who now lives in Florida. I am sharing his email here because it fills in another piece of the history of the Robins.

"A boat for the Bay brought back fragmented, crystal clear, fond memories of my early years in Sodus Point and of the Robin class sailboat. At one time, for about five years during my late teens and early twenties, I enjoyed being the owner (custodian) of Robin #19, the last built Robin.

But my memories go back to summers after the end of WW II 'til the mid 50s, when I would hear the booming cannon from the SBYC a few hundred feet away, announcing the start of another race in front of the clubhouse. Robins were still raced during those early years, as were Snipes and Lightnings. AT's were around for a few years but they were poorly constructed out of plywood and didn't last long.

I don't recall when the last organized Robin race was conducted. But I do recall that my uncle, Bill Kallusch, built 9 or 10 of the Robins and I didn't think they were approximately #10 - #19. Some of the earlier ones had staming back stays which required extra effort when coming about. I know that #19 had a permanent back stay.

First, this is how I became the owner of #19. Early in the summer of 1956, my dad informed me that the Newtons, who had a summer place on Newark Island, needed someone to deliver groceries to them and to keep their speedboats cleaned and polished. I became that person. At the time, I owned a 14-foot boat, built by my Uncle Bill, with a 10 horsepower Mercury Hurricane. The routine went something like this. Each day I motored over to Newark Island, around the north end and up to and then inside a marvelous, huge boathouse, which belonged to the Newtons. I then walked up to a grand "cottage" across a large lawn. The "cottage" faced west across the bay, more or less in the direction of the Clubhouse, Main House and the coal trestle. If I had groceries with me, I'd deliver them to Mrs. Newton and she gave me cash and a shopping list for the next day. I then returned to the boathouse and cleaned, waxed and polished two or three speedboats which I recall as being Christ boats. Then I returned back across the bay and repeated the cycle the next day and for the rest of the summer.

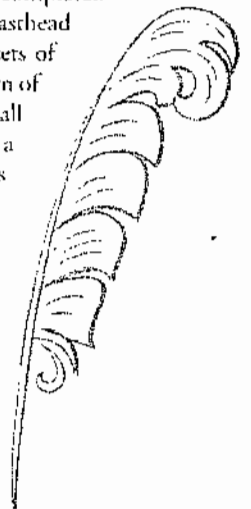
Back to Robin #19. In the Newton boathouse, high up under the rafters above one of the boat slips, was nestled a sailboat which I recognized as a Robin. It was not being used and it looked as if it had been

tied up there for perhaps a few years. I mentioned it to my dad and Uncle Bill. Uncle Bill said that he had built it in the 30s. As the summer progressed, the Robin remained suspended, tethered in motionless, mid-flight but appearing to ask for another chance to wet her bottom in Sodus Bay. At some point, I asked Mrs. Newton about the Robin and also asked if it might be for sale. A decision was reached the next day and, indeed, the Robin was for sale for approximately \$225 (in 1956 dollars). I told her that I would like to buy it for that amount but I also knew that I would have to "scrape up" the cash. As I recall, I sold a small hydroplane that John Love and I used to run around the Bay, for almost the exact amount required for the purchase of the Robin.

In any event, I paid the cash and the boat was mine. I think that she had not been in the water for a number of years. Two or three of us used block and tackle to carefully lower her down to Sodus Bay water level and her bottom was wet again. She gurgled and took on water until her main deck was at water level - which was to be expected because the planking was very dry and the seams were open wide. A couple of days later, the seams had swollen shut and I pumped her out and towed her back across the Bay, where I promptly hauled her out.

She spent most of the rest of the summer on horses, while I meticulously refinished her according to the demanding requirements of my dad and Uncle Bill. I used a kerosene blowtorch to burn off many years' accumulation of white paint. The varnished transom and hull were taken down to the wood and sanded smooth. The hull was still in excellent condition. Eventually, renovation of #19 was completed and she was shipshape from bow to bunikin, masthead to centerboard. She came equipped with two sets of Egyptian cotton sails made by Ratsy and Laphorn of Center Island, New York. (At least this is as I recall the facts of the sails.) A set of sails consisted of a main sail and a jib. (The Robin class never was outfitted with a spinnaker.) The rudder was varnished and beautiful and was steered by a wish-bone tiller, which I thought was really "neat."

I think that I did sail #19 some, late that summer. Although I was a Sodus Pointer, I had really not sailed a boat or taken lessons. Not many Pointers had, I guess. But, I had learned the elements of sailing through being allowed



*Sodus Bay
Lighthouse Museum*
Sodus Bay Historical Society

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bmccreary@soduspointlighthouse.org

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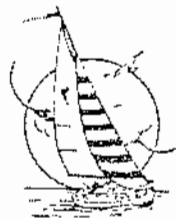
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Friends & Flowers

Sadly enough, our beautiful gardens have been put to bed for the season. On October 28th, 12 hardy folks donned their gloves, picked up their gardening equipment and performed the necessary fall cleanup jobs. Thanks to the expert direction of Chris Sanguedolce, our faithful volunteers accomplished all of the prescribed tasks. If you see Chris, Kasy Vande, Mike Sullivan, Ann and John Hayslip, Sharon Pedersen, Betsy and Gene Wahl, Gene Bassage, Rita Maldoon, and Kay Hallagan, give them a pat on the back and a big "thank you." They deserve it! And Bradley not only helped in the gardens; he also provided delicious snacks which nourished the work crew and helped set the stage for an enjoyable and productive morning.

I hope to see "all hands on deck" on Monday, May 22, 2006 for our spring work day (9 – noon). Rain date will be Wednesday, May 24. Start your '06 calendar now and plan to bring a friend. See you then!

— Always, Sue Williamson

From Jean's Desk

Continued from page 1

to use my uncle's ice boats during previous winters. So, I figured that if I could ice boat competently, then I surely could teach myself to sail a Robin. And, I did.

For the next several summers, I sailed #19 all over Sodus Bay and out into Lake Ontario, day and night, sometimes by myself but more often with buddies such as John Love, Don DeBades and "Teddy" Smith. Summer gals often went along too, and I guess that's when I realized that gals are attracted to sailboats. I remember the day I turned 21 I was quite late for my birthday party because a young lady and I had been out on #19 and we ran out of wind on the other side of Newark Island and had to drop anchor for a while.

I joined the Sodus Bay Yacht Club as a student member but Robins were no longer raced so, unfortunately, I never raced #19. During those years there were only a handful of Robins remaining of Sodus Bay. One was owned by Warren Deland. I remember a black one, which I think Pearl Rook owned. Occasionally, my buddies and I would try to "race" one of the other Robins or a Snipe or Lightning when we were out on the Bay but results were inconclusive. The boat sailed very well, however. On many occasions, we did race coal boats entering or departing Sodus Bay and I think that we were faster on more than one occasion. "Teddy" Smith and I sailed #19 down Lake Ontario all the way to Henderson Harbor once and returned to Sodus Point by trailer.

When I joined the Navy early in 1961, I sold #19 to my sister and brother-in-law, Ruth and Robert Comstock. They sailed her for some time and then sold her to Tom Kimpland and Tom Philo, who named her *Tom Tom*.

For whatever reason, I failed to give #19 a name during my tenure as her custodian. I wonder where she is now and I also wonder where all the summer gals from Sodus Bay in the 50s are."

— Herb Kallusch

President's Letter

November 30, 2005

As I sit writing, the Lighthouse is buttoned up for the winter and the gardens cleared of this season's vegetation and ready for spring. Thanks to all who helped with these essential season-ending projects. Preparing for the off season is not a minor effort. I think at least 40 person-hours went into the garden cleanup alone. The leadership of Chris Sanguedolce in the garden preparation and John Flayship in the building close-up is greatly appreciated.

I must inform the membership that our efforts to purchase the "Little House" at 8443 Bay St. proved unsuccessful. We were unable to come to terms with the current owner and the property is no longer offered to the Society. In an earlier Newsletter, I expressed reservations about our ability to manage, both financially and physically, an undertaking of this magnitude, even though it would be very appropriate for an organization like SBHS. This year, it is with very mixed feelings that I communicate the outcome. I know that many Board members share those mixed feelings.

Our enthusiastic and energetic Director, Bradley McCreary, had a busy and successful first season and is looking forward to having some time this winter to focus on enhancing the Museum's presentation and improving management of the collection. I suspect he will have something to say about these enhancements in future Newsletters. I can tell you that he will be thoroughly documenting our collection via digital photography, which will visibly align our car museum management practices and provide an excellent data base for insurance purposes. Bradley told us when he was hired that he was accustomed to being involved in all aspects of museum and building management and his work this first year clearly demonstrated that approach. From fixing broken rollers on balling brownies for the volunteers, Bradley is willing and able. It is great to see such interest and enthusiasm, so Bradley, thanks for an excellent 2005 season.

This Newsletter marks the final issue edited by Jean Seymour. Jean has been Editor for many years and will be sorely missed. The Board and membership owe Jean a rousing "Thank you for a job well done". Between now and April, we need to fill the position of Editor and hope that someone with the interest and skill set will step forward. This is truly an important role within SBHS. Please do not be bashful if you have an interest. My phone number and e-mail address are in this Newsletter.

The rapidly approaching Holiday season is traditionally a time for celebrating with family and friends. I hope that each of you has the opportunity and enjoys these days to the fullest extent. Happy Holidays!

~*~ Mike Sullivan

Message from the Director

What a trip!

What happened to the summer? My goodness, one minute we seemed to be painting and cleaning for opening day, next we're discussing plans for the December 10th Christmas party. I compare the experience of this past season to that of a daily ritual carried out while attendant in my previous position at the motorcar museum in England.

Each morning, from a chilly motor shed, I rolled out a 1932 Austin Seven flat-bed truck (adorned in museum livery of British racing green and gold lettering). The physical effort of pushing out the old workhorse can be likened to efforts made when readying the lighthouse for opening day. Similarly, it's always easier when helped! Next step was, lever parking brake on, check gearing to neutral, engage throttle advance, flip ignition, position oneself in front of radiator, grasp starter handle and pray you don't break a finger or wrist during the cranking. (Will we ever be ready for opening day?!!) After a moment of sweaty anxiety you hear the engine sputter to life, and not a broken bone! (May 1st is just around the corner.) It's not over yet. The engine may stall. You then run to the cockpit and grasp the throttle in hopes to adjust the fuel feed before the revs die. Success! You climb in and nervously eye the water and oil gauges. They level off where necessary. Again, success! It's going to be a good day; you think to yourself, it's going to be a great season!

With an inexplicable confidence you proceed. Slowly, you disengage the parking brake. (The lighthouse doors are unlocking and the sign reads, "OPEN".) Then... as you depress the clutch and engage first gear, a loud CRUNCH, GRIND and SHUDDER is heard. No synchronesh! ("It's not going to be such an easy summer," resounds in your head.) Wait, perhaps, yes, you regain control. The engine idles on without extinguishing. There is hope! Once again, you depress the gas pedal and you are away. All is well with the world, and the upcoming season looks full of promise and is in full swing.

You bounce along the roadway feeling modestly confident. (The 4th of July, with all that it entailed, was an unqualified success.) Then, it happens — a muffled, mushy, creaking sound reverberates from behind; a flat tire, or, a rained out Sunday afternoon concert. ... what's the difference? Yet, the sun will shine, a new inner tube awaits me back at the motor shed (Lighthouse) and it appears all the SBHS volunteers are helping to push the 'old girl' back for repairs. All I need do is sit back and steer. It all worked out in the end. It was a good season...only a few flats, now and then. Yes, it's always easier when helped. Thanks, everyone.

~*~ Best wishes, Bradley D. McCreary
SBHS Museum Director

High Water

Those who live or vacation near a body of water know all too well that the possibility of flooding is something that 'comes with the territory' and those who have grown up in the Sodus Bay area can recall numerous instances of high water. Since official record keeping began in 1860, the water has risen to notably high levels fairly often but with no predictability, since water levels do not rise and fall in regular cycles. People have coped (or not) as they were able.

Having a boat was clearly an advantage!

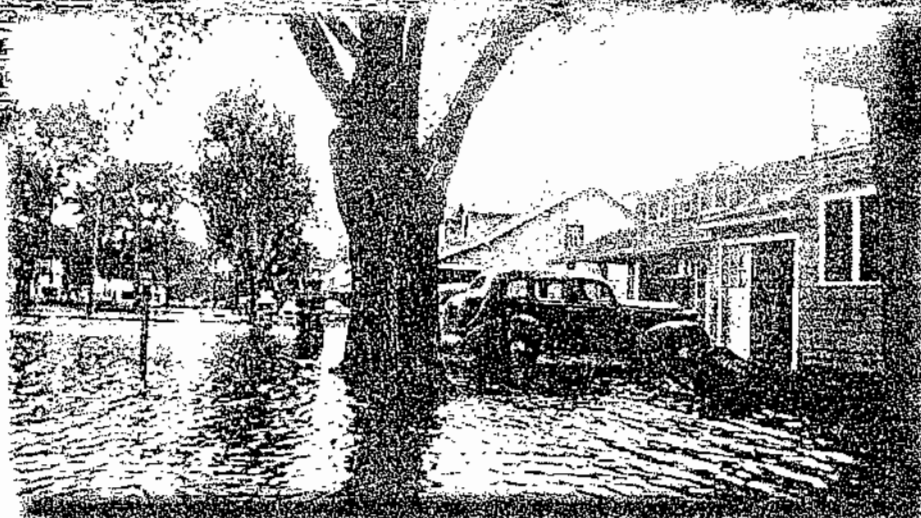


Looking down Greig Street near the loop, 1908

People whose cottages were "on the loop of Sand Point" were especially vulnerable, recalls Nancy (Huston) Doubleday. "The north and south winds could blow the water back and forth right across the loop. It was an inconvenience and sometimes did damage but what could you expect? We had built on a sand bar!"



Sand Point, looking south, July 1947



Sand Point, looking west, July 1947

“Driving around the loop you had to guess where the road went, as most of it was under the water – which gave some problems at night on the east end. One evening in the small hours my friends were bringing me home and cut the end too close and got stuck. Since I knew all of the elderly neighbors and could imagine them at their windows watching the boys push the car and the grinding of the tires, I really expected comments from the grandparents the next day but I guess no one told on me!”

Our cottage was built a few feet above ground level so we at least did not have wet floors and could still spend the summer at the Point. Some years we were able to use the septic tank and Grandfather posted nicely printed signs over the toilets -- Flush only when necessary --; other years I remember a chemical toilet vat in the garage, useful but inconvenient.”



North porch of Huston cottage, 1952



The loop, May 25, 1929

“There were several pairs of boots of different sizes kept on the back porch which were put on if you went to the car or mail box. They also had to be worn if one was walking uptown. If it was nice out, we youngsters went barefoot and carried our shoes until the crown of the road became dry, usually by the Paton or Chittenden cottages.”

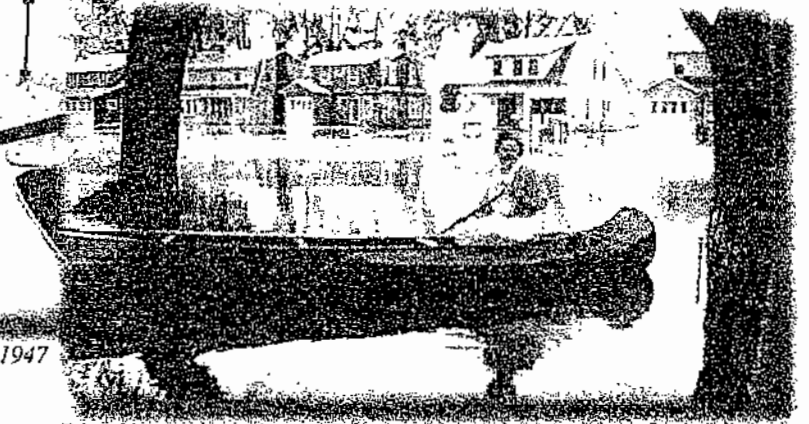
“The park was always flooded and you could spear fish out there.”

Bud Seymour recalls that as a youngster in 1943 he rowed his dinghy from the South Shore to the Yacht Club and up Irwin Street to Greig Street, which was about half a curb's height higher than Irwin, where he beached it! He also remembers that people were spearing carp on the baseball field that year. As the *Rochester Democrat and Chronicle* put it, “residents discovered schools of carp and bullheads swimming where once the horsehide rolled. They speared fish over home plate, caught them with bare hands at shortstop, and hooked them on worms out in center field.”

best way to get around."

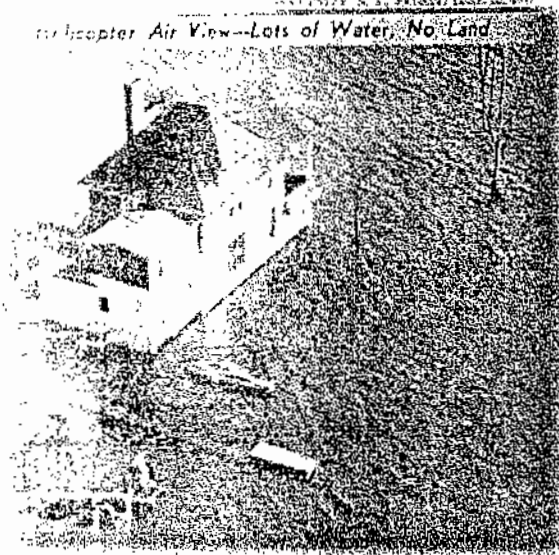


Canoe and snipe tied to south porch of Huston cottage, July 1947



Edna Huston canoeing on Sand Point, July 1947

Helicopter Air View--Lots of Water, No Land



Sodus Bay Yacht Club, June 1947

"When docking at the yacht club after a race we simply pulled up the center board and rudder and sailed right up to the porch, tying up to the posts. You often saw a snipe using one of the small trees in the lawn for mooring."



Helicopter - at ground level

and from the air, in 1947

A 1960 article in the *Rochester Democrat and Chronicle* implied that the high water woes of the past were, thanks to the dam at Massena, virtually a thing of the past. According to "the top authorities in the field... in the last two years, the mighty Great Lakes have been harnessed for all time by the dams and spillways of the St. Lawrence Seaway." The photos below would seem to say otherwise (although certainly flooding has occurred less frequently since the Seaway was completed.)



The loop, looking east, May 1973



The lagoon, May 1973

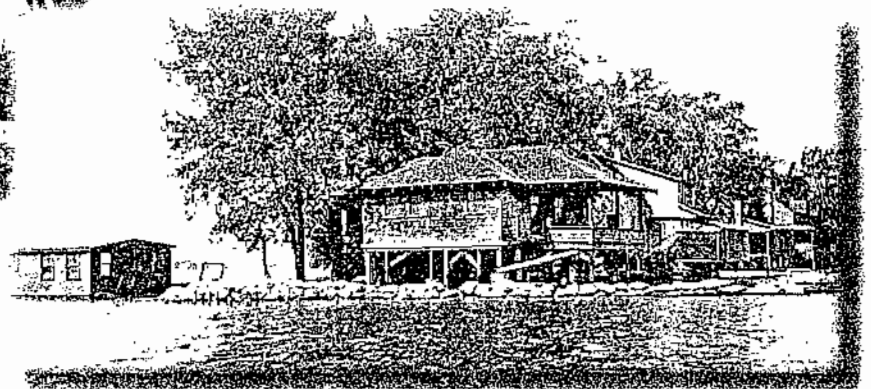
Crescent Beach (another sand bar) has also suffered at the hands off Mother Nature. The combination of high water and high winds and waves has not only caused damage to cottages but has actually washed away some of them and the land they sat on. Over time, the breaks have filled in and been built on, only to have the process repeated (for example, part of the bar washed away in 1929, reappeared in the 1940s, was washed away again in 1952 and reappeared late in the '50s).



"where storm made a peninsula into an island, so cottage away cottages."

[newspaper caption for above photo]

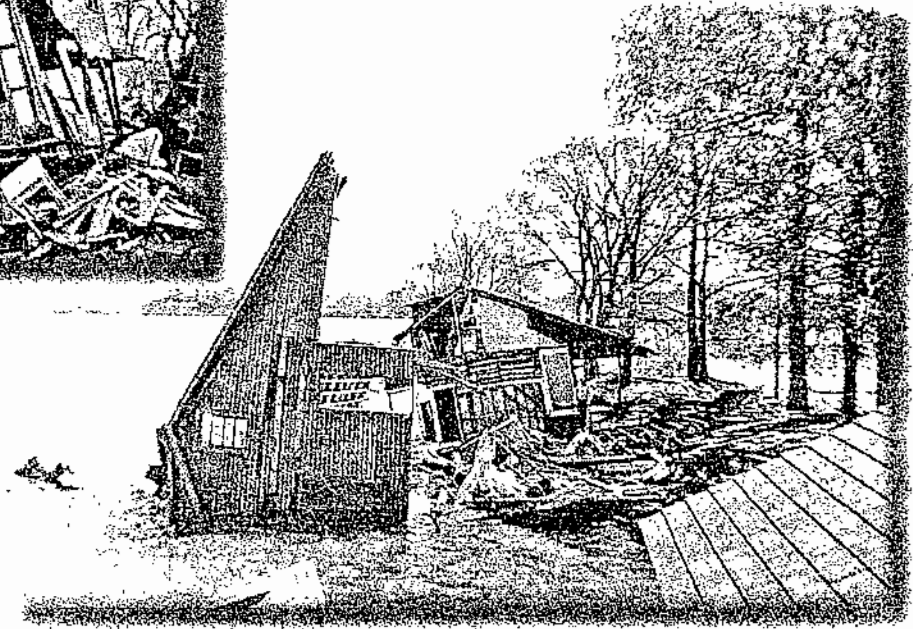
This photo appeared in a newspaper in 1929 under the headline: "Stormy Waves Cut Crescent Bar, Sodus, into Islets and Destroy Four Cottages"



The Newton cottage in June 1929 – The water and sandbags in the foreground are where the bar had been.

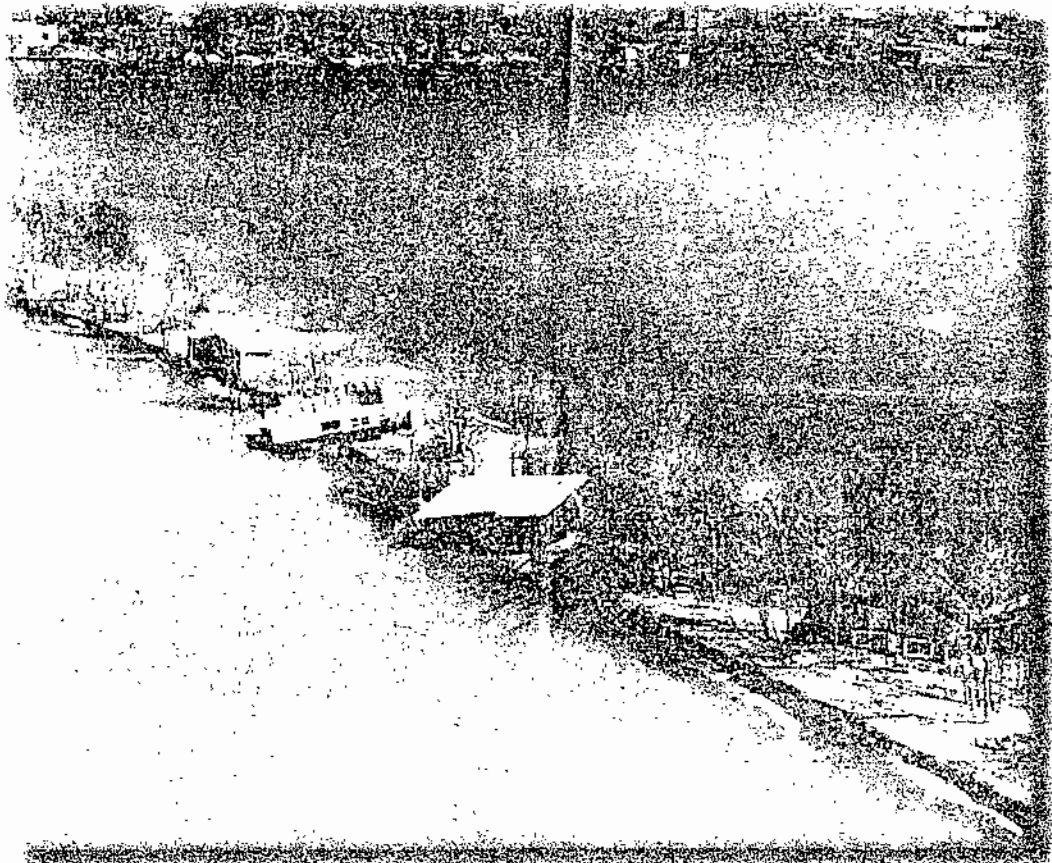


A cottage on Crescent Beach in April 1955



The same cottage in August 1955

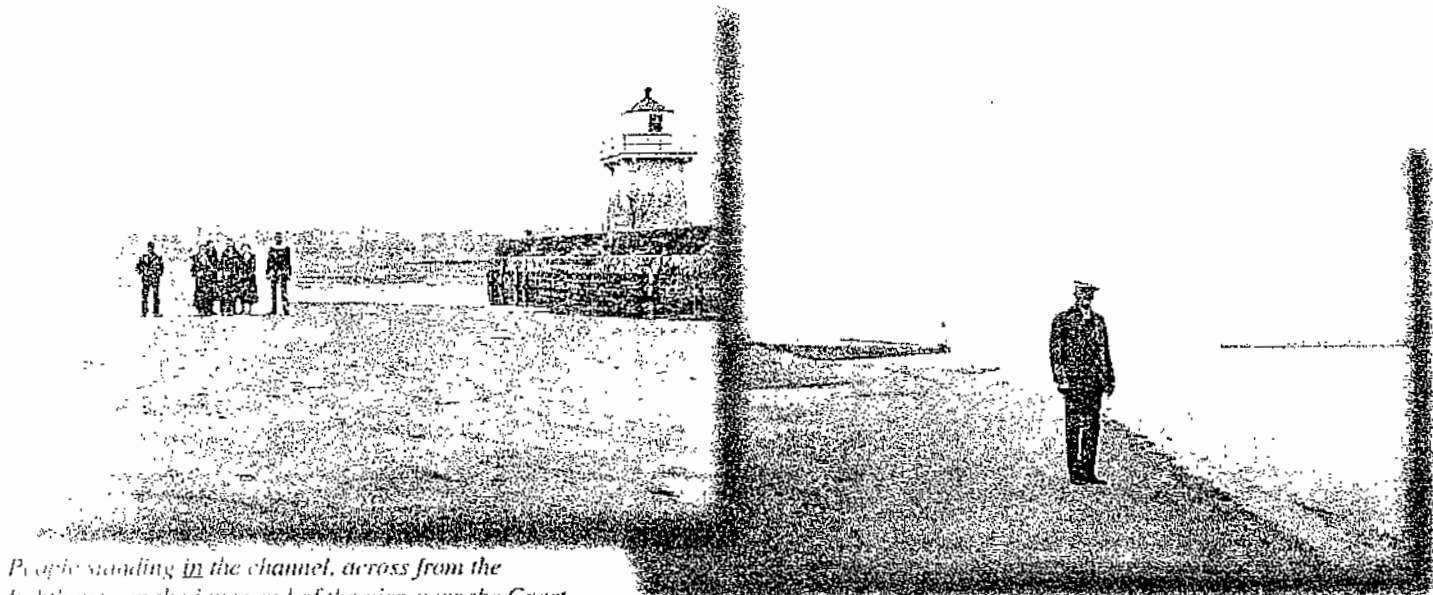
In April of 1973, the *Rochester Democrat and Chronicle* carried this aerial photo under the headline "Destruction at Bay." The cut line read, "Cottages crumble into water at Crescent Beach sandbar at Sodus Bay, foundations eroded by high water."



Low Water

Extremely low water levels apparently occurred much less often than high water levels.

These pictures were all taken in November of 1934!



People standing in the channel, across from the lighthouse on the inner end of the pier, near the Coast Guard Station (where was the photographer standing?)

Note how far in from the pier this gentleman is standing!

Viewing the north side of Sand Point: the distinctive pattern of wet and dry ground is very prominent.



The south side of Sand Point: the photographer was standing on dry bay bottom!

CREDITS —

All *quoted* material, unless otherwise specified, is taken from Nancy Doubleday's memories of High Water on the Loop.

Photographs and newspaper clippings were contributed by Marge Beale, Bob Bloomer, Nancy Doubleday, Susie Earl, Bruce and Helen Huston, Pearl Newton Rook, and Bud Seymour.

My thanks to all of these people, who trusted me with their photographs (and in most cases entire albums) and clippings. Without you, this photo essay would not have been possible. Your willingness to share keeps the history alive.

— Jean Seymour

Be a Lifesaver!

If you are willing
and able to...

mow,
plant,
hoe,
trim,
clip,
dig,
caulk,
glaze,
paint,
stain,
scrub,
polish,
sweep,
rake,
nail,
sand,
wire,
file,
type,
organize,
greet,
meet,
photograph,
write,
draw,
paint,
create web sites,
lead tours,

we could use your help!

Please contact us
at 315.483.4936

*Sodus Bay
Lighthouse Museum*

7406 North Ontario Street
Post Office Box 94
Sodus Point, New York 14555

Food Line Finale

We are a bit slow in recognizing our great volunteer force on the food line at the concerts. The Ketchams were on a river boat cruising on the Rhine, the Main and the Danube Rivers during September – a wonderful trip!

The summer of '05 was hot and dry – BUT – on a couple of Sundays there were little black clouds that put a damper on our musicians and the audience.

Statistics: 543 red hots (739 in '04), 310 white hots (324 in '04) and 235 Italian sausages (294 in '04).

We had a great partnership with Winnie and Tom Davidson this year: each couple was able to take some Sundays off. It was very strange for the Ketchams to sit on their deck and listen to the music from that vantage point instead of from behind the line. We hope to continue the partnership next summer!

A special thanks to our volunteers:

Polly Bullock	Dolores McGinn
Marj and Wiles Converse	Josie Naeye
Marie and Gene DeWispelaere	Ruth Olsheweske
Hope and Al Fagan	Larry Pedersen
Linda and Tim Gersey	Irma and Joe Quigley
Jackie and Jack Harten	Diane and Ron Reynolds
Kay and Charlie Hallagan	Jean Seymour
Ann and John Flayslip	Judy and Bill Singer
Kathy Johns	Glenn Stell
Sandy Kirin	Jeanne and Maury Strobbridge
Fran and David Klaver	Gloria Tomasi
Jan and Doug Koch	Pam Turner
Pat and Dick Legge	John Zarnow
Chris Marsh	

We especially thank our Director, Bradley McCreary, for all his help in operating the "garage." We hope that we did not miss anyone; each one of you adds to our day when we work together. Have a good winter and we'll see you in '06.

— Winnie and Tom Davidson

— Anne and Keith Ketcham

Memorial Gifts

In memory
of
Margaret Tiedemann
from
Bud and Jean Seymour

For the Lighthouse Gardens
in memory of
Jim Bullock
from
Bud and Jean Seymour

Membership

In the process of preparing for the membership renewal mailing (which will happen in January), I've been struck by the names that **DO NOT** appear on our list of members. And since this is a gift-giving time of year, allow me to make some suggestions.

Is there someone in your family or among your friends who is connected with the Sodus Bay area – who spent summers at a cottage here, had a boat or a friend who had one, learned to swim and sail in the SBJSA summer program – but who doesn't belong to the Sodus Bay Historical Society? If so, why not re-establish that connection with a gift membership? Is there someone just down the street or around the corner who knows about us, perhaps even attends our summer concerts, but who is not a member? Or do you know someone who has moved into our area recently and who might like to become involved with a worthwhile local organization? Consider a gift membership as a way of generating what we hope will be a long-term commitment to the work of the Society.

Basic membership benefits include free admission to the Lighthouse Museum, a discount in the gift shop, Society newsletters and invitations to special events throughout the year. In short, the gift of membership just keeps on giving!



Friend(s) \$30 Contributing \$60 Patron \$120 Sustaining \$300 Life \$1,000

Name(s) _____

Address(es) _____

Winter _____

Summer (indicate dates you receive mail there) _____

Phone number(s) _____

E-mail address _____

Payable by check or credit card to:

Sodus Bay Historical Society

P.O. Box 94

Sodus Point, NY 555

Credit Card Information

Circle one: Visa Mastercard Discover

Name on card _____ exp. _____

Gift Certificate to read: _____

Newsflash!

The date of the annual mailing
has been changed to Mon-
day, January 9, 2006. The time is still
10:00 a.m. and the place is still 7074
New Drive in Sodus Point. I made
the change for a couple of reasons: one
is that our new membership brochure
(which I am really pleased with, as I
hope you will be) wasn't printed in
time for the November date, and the
other is that we need the extra time
for authorizing names and addresses of
prospective members.

If you can spare a few hours on Janu-
ary 9, 2006, and you haven't already con-
firmed, please call 315-483-9968
or e-mail me. I know that you will help us
with this extremely important endeavor.

Jean Seymour,
Membership Chairman



Sodus Bay Historical Society
11 North Ontario Street
Sodus Point, NY
14555

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