

LAKE MICHIGAN YACHTING ASSOCIATION

New Website Changes for LMYA.net

A new website has been crafted to give our members and visitors a better representation of LMYA and more ways that they may interact with the webpages. It will let people solve problems and become part of our boating association of yacht clubs and sustaining members. The changes which were incorporated will make the website load more quickly, while removing outdated components and improving the displays for each of our member yacht clubs. When you open it for the first time, you are greeted with the title page below and the scrolling pictures of boats or yachts which belong to our members. Check it out and see the difference.

Title Picture for the New Website



Among the content and design improvements that were made are several that will make the site accessible to mobile phones which will fit the lifestyles of many of our new members. The site has new search engine optimization which means it will be more easily found by search engines like Google and Safari.

Much of the content of our site has been reworked to make it easier for visitors to understand what the LMYA does, and what it has done in the past which will influence the visitors to become active members of our club. We hope these changes will help us attract new and younger boating members who are interested in becoming yacht club members as well.

It will help us publicize more LMYA and member club events around the lake which will give our boaters new places and activities to engage them. We will be able to publish more articles on invasive species containment, wastewater treatment efforts, industrial waste pollution, and new laws and regulations which will apply to boaters on Lake Michigan and its tributary rivers.

More detail about the new LMYA website just released

Here are some of the improvements which were made on the website which will make it more attractive to users. One of our goals was to make the content of higher quality which can be measured by Google. Google looks at page structure, content, images, and speed and rates all sites by those criteria. It also checks it see how well it performs on cell phones. Sites that are easier to use on a cell phone, will be found by internet browsers who search using key words and plain language.

There are many new headings to help people find items of interest, and help Google rate our site as trustworthy. The speed and performance have been enhanced, which will also make it easier to find us on cell phones.

Our event pages are now able to be expanded with links to member club's event pages. More images of clubs can be added to their pages to help promote what is happening around the lake throughout the year. We also have added a news page where Spreaders can be accessed, It gives us a platform to demonstrate that LMYA is a dynamic and evolving organization.

New Breakwater Construction at South Shore Yacht Club

The breakwater east of South Shore Yacht Club in Milwaukee was in need of major repairs following the storms of January 2020. After years of negotiations with the county, the corps of engineers, and other concerned parties, repairs were started in late 2023 with several large boulders inserted to fill the gaps in the wall in order to protect the harbor from further storm damage. In late 2024, the second phase of breakwater reconstruction began, and a whole new structure is being built to replace the center section of the breakwater directly in front of South Shore YC.

The original structure was primarily made of boulders and was built back in the late 1930's. There were as many as seven different types of bases under those rocks which made the reconstruction project much more difficult to design and build. The new wall is much wider, much taller, and covered with a smooth finished surface. There is even a road way on top of the base area where trucks can move construction materials around as the new wall takes shape. Here are two pictures of the new wall under construction.

The first picture shows the base being raised higher with extra rock and fill to level the surface for additional finishing. The second picture earlier this winter shows a portion of the wall which has now been finished with a smooth rock surface which will allow the waters to run off without damaging the structure or creating chaotic waves inside the harbor.

Breakwater being raised with fresh rocks and fill



Finished layer of smooth stone applied over the new wider base.



Advantages and Disadvantages of Lithium-Ion Batteries and Chargers in Boats

You might be thinking its time to outfit your current boat with a lithium-ion battery system to replace the old lead acid batteries that came with the boat. There are certain advantages to the new lithium-ion type batteries which are worth considering. They have higher energy density, lighter weight, and longer cycle life. They are highly reliable, can put out higher energy amounts when needed, and last longer than the older heavier lead-acid batteries. Sounds like a win doesn't it. But not so fast, there are some drawbacks to consider as well.

Most insurance companies which write boaters insurance have been very strict on their requirements for this new type of battery systems. The ABYC (American Boat and Yacht Council) has established some important standards that should be observed if you want safe and reliable battery service on your vessel. The new standard is called E-13 and it covers the installation requirements for such batteries on boats. This will prevent electrical hazards which could put you and your passengers at risk in the event of electrical malfunction. This new standard covers proper installation of these batteries on boats, and how they are to be mounted to prevent movement during boat operation, as well as how they are to be ventilated to dissipate heat generated during charging and discharge cycles.

Recharging lithium-ion batteries is also covered by these new standards to insure that proper voltages are followed to control temperatures, optimize the charging process, and extend battery life. The standards emphasize a robust battery management system (BMS) which monitors cell voltages, and protects against excessive current flow that could lead to damage or thermal events. Temperature control is critical for safe operating and charging performance which means that temperature sensors and cooling systems must be included in most installations.

Some systems on smaller boats could use a lead-acid start battery which then powers up the lithium-ion bank system. The lithium-ion bank is then charged via a DC/DC converter. On boats that need larger high capacity systems, a high-output alternator is used rather than an onboard generator. External systems allow for direct control of the alternator regulator to shut down when the batteries are fully charged.

The bottom line is that you will need to have a fully certified installer who can design the proper system for your requirements, get the right components to work together seamlessly, wire things properly, and fully test the system once it is installed. All batteries must be balanced with each other and tested fully before the system is ready to use and ready to meet insurance industry requirements.

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