



United States Power Squadrons

Come for the Boating Education...Stay for the FriendsSM

* * *

City Island Sail and Power Squadron Newsletter



Celebrating our 34th Watch

We are family.

The Commander's Corner



Our family has grown! I'm delighted to report we have nine new additions to our family who came to us through the ABC classes and transfers from Virginia. Four new members successfully completed Seamanship in August and are looking forward to taking Piloting in November. Join me in welcoming: Alissa, Carmen, Cathi, Isaiah, Kathleen, Michael, Norman, Ron, and Scott to our family.

CISPS had a wonderful summer. The Blessing of the Fleet, our traditional start of the season, was a great success. On this clear and beautiful day, 87 boats of all shapes and sizes were blessed on and off the water. We were joined by the color guard from Hawkins Post and multi-denominational clergy from City Island, as well as D/C Elaine and P/D/C Richard Pfaff. Please check out our website to view News 12 coverage.

Our raft up in Plandome was a great day filled with fun, good food and good times. Special thanks to Jenie and Jerry Simotas for so graciously hosting us on *Sea Gypsy*.

We had three boats race this year in our Regatta. *Willful* with Captain Troy Sill, *Counting Happy's* with Captain Vito LaSorella, and *Mañana* with Captain Paul Stein. Thanks to Steve Kornspun for making all arrangements, serving as Committee Boat and for those wonderful photos. A great big shout out to *Willful*, its Captain and crew of Jeff Taylor and Richard Welch for this first time win! *Counting Happy's* came in second and *Mañana* came in a respectable third. Most importantly, everyone had fun. The Joe Steiner cup will be presented at our October meeting.

September's meeting was extraordinary. With the yacht club's restaurant and bar closed, I reached out to members and asked for their help. They did what "family" does. Each contributed in some way to make this meeting one of our best ever. New member Michael Croce presented a documentary on the interclub swim races of Throgs Neck. He also prepared a slide show of our summer activities. Both had us glued to the screen. We enjoyed catching up with old friends, meeting new ones, and we had lots of laughs. Calling the meeting to order, I felt joy and pride watching members, old and new, totally engaged and having a great time. After all, WE ARE one big happy FAMILY!

It's time to get back to business and more fun. Welcome home!

Contents

Pg. 2	Blessing of the Fleet
Pg. 3	Connect with Us
Pg. 3	Electronic Flares
Pg. 4	New Member's Perspective
Pg. 4	Welcome, New Members!
Pg. 4	Nautical Trivia
Pg. 5-6	Summer Luau
Pg. 6	Seamanship Graduates
Pg. 7-8	A Mystical Trip
Pg. 8-9	Racing Against a Gamut of Emotions
Pg. 9	Trivia Answers
Pg. 10	Mark Your Calendars

Barbara Halecki, Editor



2016 Blessing of the Fleet

Pictures Submitted by Cdr Barbara Mandarano, JN



Connect with Us

- www.cityislandpowersquadron.org
 - Find us on Facebook: City Island Sail & Power Squadron
 - For information on upcoming events, contact Barbara Mandarano at: bmandarano@chadbourne.com
 - For information on the America's Boating Course, contact Richard Welch at: cityislandabc@gmail.com
- For information on other class offerings, contact Richard Welch at: cityislandabc@gmail.com

Have a story or an announcement you would like to submit? Please send it to Barbara Halecki at: halecki@juno.com

Electronic Flares

Submitted by D/Lt/C S. Robert Phillips, SN of the Northern New Jersey Power Squadron

After reading about a new boating product on the market - a Coast Guard approved electronic flare - I did some research and found that West Marine, Amazon, and my local chandlery were all selling them for a fair traded price of \$99.99, so I bought one. It is a great item!

It flashes the Morse Code SOS signal for 60 hours, it's visible for up to 10 miles, it has a flotation collar, and it's waterproof. The best thing is that you don't need to replace your expensive expired flares every 4 years - all you need to do is add 3 new "C" batteries.

I remembered that Weems & Plath, the manufacturer, was listed as a company offering member benefit discounts to USPS members, so I contacted them. Lo and behold, we can buy these great flares directly from them at 25% off!

If you're interested, contact Cynthia Trevino at cmtrevino@weems-plath.com or call her at (410) 263-6700, ext. 23 for more information.

A New Member's Perspective

Submitted by Michael Croce, S

Let me start off by introducing myself. My name is Michael Croce. I was recently sworn into the City Island chapter of the United States Power Squadron at the City Island Yacht Club. I would like to extend my gratitude for welcoming me with warm open arms into the group. As a lifelong Bronxite, I have lived in Throggs Neck my entire life. (You can tell because I spell it with 2 G's. ;) My wife, Drita Croce, is a fellow Bronxite and I am father to two great children, Angela 9 and Kubrick 5. I have a master's degree in filmmaking from the City College of New York and I currently own and operate my own production company where I specialize in cinematography, editing, and producing. When Commander Barbara Mandarano learned of my filmmaking background, I revealed to her that I had been part of a short documentary about The Throggs Neck Interclub Association's annual races titled "60 Years of Interclubs". After a private screening, she insisted we screen it for the members at the September meeting. I couldn't have been more honored. The response it received from my fellow CISPS members made all the hard work that went into creating it worthwhile. I am so glad Commander Barbara Mandarano included it in the meeting. It was also a great experience to be a part of the Seamanship Course with instructor Gary Mandarano who, along with Barbara Mandarano, opened their home to us every Tuesday night over the course of 3 months. Gary made the experience fun and engaging, I was able to absorb all the material at the perfect pace and I'm looking forward to taking more classes with the United States Power Squadron thanks to you all. Although I've never owned a boat, from the time I could walk and subsequently swim, I have spent many hours on Long Island Sound and in the Eastchester Bay. I've also spent many days fishing off the coast of Jones Beach, the Rockaways, and in deep sea near the Hudson Canyon. I love the ocean in all of its glory, from fishing to scuba diving, and would love to someday obtain a Coast Guard Captain's License. I feel that what I'm learning in CISPS will be a great foundation for me in pursuing this long term goal. I'm so honored to be a part of CISPS and I look forward to learning more about safe boating and the ocean.



Welcome to our New Members!

Nine new members recently joined our ranks. A big welcome to Alissa, Carmen, Cathi, Isaiah, Kathleen, Michael, Norman, Ron, and Scott (some of who are pictured, above).

Nautical Trivia

Submitted by Lt Barbara Halecki, P

1. What is the best knot to use when placing a loop in the end of a line?
2. What phase of tide occurs between high tide and the succeeding low water?
3. What is the angular difference between magnetic north and the reading on your boat's compass?
4. What is the name given to the florid luminescence that sometimes runs up and around a ship's rigging in a storm?
5. What is the chemical process that allows certain metals to deteriorate in the presence of salt water and an electric current?

Our Summer “Luau”

Special Thanks to Alex Schibli and Noelva Vigoya for hosting this event!



Our Summer "Luau" (Cont'd)



Congratulations to the Graduates of Our Seamanship Class

From left to right:
Carmen Santiago, Ron Wolf, Gary Mandarano (instructor), Cheryl Chun-Burke, Michael Croce and Cathi Swett



A Mystic-al Trip

Submitted by Lt Barbara Halecki, P and Lt Tim Halecki, P

This past July, we decided to attend our first Marine Trawler Owners' Assn (MTOA) Northeast Rendezvous at the Mystic Seaport in Connecticut. The MTOA is a social and educational organization of (mostly) trawler owners that focuses on maintenance, training and information exchange among like-minded boaters.

Our plan called for (hopefully) 4 hours of travel each day, with overnights in Port Washington, NY and Branford, CT before arriving in Mystic on our third day. We carefully timed our departure from Peekskill so that the Hudson River tide would be slack. We passed through Spuyten Duyvil and cruised down the Harlem River, arriving at Hell's Gate for the incoming flood. Whoop --- we sped through and into the East River at a blistering 15 mph!!!! That's a beautiful thing when 10 mph is usually top speed. We continued under the Whitestone and Throgs Neck bridges and docked at Brewer's Capri Marina just about 4 hrs after we left Peekskill --- success! That evening we met friends from Barb's former workplace and enjoyed drinks and dinner in Port Washington, a lovely town with plenty of dining choices. The Capri Marina has east and west branches with beautiful floating docks and a swimming pool. And, once you stay at a Brewer yard, you earn a "member" card that entitles you to 10% off on subsequent stays at any Brewer marina during the season.

The next morning, we were off to our first stop in Connecticut. Wind and rough water on Long Island Sound made for a 6-hour trip to Branford. Aargh. Entry to Branford is tricky, with many rocks in the inlet, so we *carefully* followed the channel in to Bruce and Johnson's (Brewer!) marina. After check-in and our 10% savings, we had a great dinner at The Dockside Restaurant. A glass or two of wine finished off our long day.

Day 3 brought the final leg of our journey to Mystic. Overcast skies and even rougher water made Day 2 look like child's play, but we made it! The approach into Mystic requires passage by 2 bridges - a swinging rail bridge that opens regularly - and the cantilever highway bridge that opens *only* once an hour. So, timing is critical. You've arrived when you see the tall masts of the whaler Charles W. Morgan on the river's east side.

We purchased a "mariner's membership" at the Seaport which provides a year's worth of entry and discounts. For the next 3 days and nights, we enjoyed presentations and meals, and explored the village, its exhibits and its ships. This is a great nautical experience!

With the rendezvous over, we started the trip back home. Since the day was sunny and calm, we went a bit farther than planned and stayed at the town marina in Milford, CT. If you're ever there, we highly recommend a walk up the hill for drinks and dinner at Eli's Tavern on Daniel Street. You won't be disappointed.

The trip from Milford back to Port Washington was W-I-N-D-Y!!!! Our burgundy bench cushion and our boat club burgee didn't survive. (Let us know if you see them floating in the Sound!)

On the final leg home, we cruised uneventfully back up the surprisingly calm East and Harlem Rivers and into the Hudson. Wait - did we say the *previous* day was windy???? This day, the Hudson was like the ocean, with rolling waves. As we approached the Tappan Zee Bridge, we noticed that everything was at a complete standstill, police boats were buzzing around, and there were several helicopters overhead. We later learned this was the day the crane had fallen on the bridge. We're glad we didn't actually see that happen!

A Mystic-al Trip (cont'd)

Finally, we were back in Peekskill. With the extraordinary wind and water, we couldn't make it into our slip. Pushing our egos aside (being wise from past such experiences), we settled for a spot at the club gas dock, happy to be safely home after our mystical trip.



Racing Against a Gamut of Emotions

Submitted by P/C Jeff Taylor, SN

We were just past the halfway point in the 2016 Around Long Island Regatta when Steve woke me up in the wee hours of the morning and said, "Jeff, c'mon, we need you on deck." I went up to join a tense conference in the cockpit. It was eerily quiet and very dark. Something strange was happening. There was almost no wind. In fact, the wind was so light you couldn't tell what direction it was coming from. According to the compass, we were headed southwest, just as we should be. But with a strong current in so light a wind, we were actually going slowly but steadily backwards!

The Around Long Island Race (ALIR) is an annual event run since 1977 by the Sea Cliff Yacht Club. The race starts off Rockaway Point, near Sandy Hook. The course runs 190 nautical miles along Long Island's south shore, around Montauk Point, up through Plum Gut, and southwest through the Sound to the Glen Cove Breakwater in Hempstead Harbor. This year's start was at 3:00 PM Thursday, July 28 and over 75 boats competed. I was one of a crew of eight aboard Duet, a 37-ft Jenneau sloop, owned and skippered by Andy Lubimov. Our pilot was CISPS' own Steve Kornspun.

It was obvious to just about everyone that the key to success would be clearing Plum Gut before the ebb current started at about 8:45 PM Friday, the second evening of the race. The tidal current running through Plum Gut (between Orient Point at the northeastern tip of Long Island and Plum Island, only a mile or so away) can reach a velocity of five knots or more, meaning you could spend an awfully long time fighting it. If we could get through ahead of our competition and before the tide changed, it would give us a huge edge. Plum Gut had been our main focus for the first thirty hours or so of the race, all the way from the start at Rockaway. When we passed through well ahead of the other boats, there was a great sigh of relief among the crew. At that point, I finally went below to get some much needed sleep. When I turned in, the wind was blowing pretty steadily and we looked good to sail home to victory.

When Steve woke me shortly after midnight, the picture had changed completely. Now we five very experienced sailors were in the cockpit, debating our options testily, and nobody really knew quite what to do. We had made it safely through Plum Gut only to have it reach out, grab us, and start dragging us slowly and inexorably back again into its treacherous maw.

Racing Against a Gamut of Emotions (cont'd)

The moon hadn't yet risen and the sky was overcast, so the Connecticut shore and the North Shore of Long Island stretched off in thick darkness. East and southeast, the hulking shapes of Plum Island and Fisher's Island were just visible in the murky dark. Shore lights, flashing government markers, and the running lights of large commercial vessels ranged around us on all sides, but none of them were a help in keeping oriented. The chart plotter told us exactly where we were and the depth sounder was working fine, so we knew we were in 150 feet of water, six miles from the Connecticut shore. There was a lot to think about, but nothing to suggest a definite plan. If we had not been in a regatta, the obvious thing would have been to start up the engine and motor-sail home. Since that would have immediately disqualified us, and since we happened to be in first place, no one wanted to crank up the diesel unless our safety was at stake.

In such circumstances, racers will sometimes drop anchor and wait for the current or the wind to change. It's a perfectly legal tactic and can sometimes even be the key to winning the race. But we were in 150 ft of water and, with the anchor rode barely that long, the anchor would have been useless. Even if we'd had enough scope, we'd be anchoring well out in the channel --- probably not a good option. If we sailed in to the Connecticut shore's shallower water, the danger would have been running aground. None of us was particularly familiar with the area and the tide was rapidly running out. No one wants to go aground in a falling tide in an unfamiliar place in the middle of the night.

But nobody wanted to be dragged backwards into the narrow dark sluiceway of Plum Gut either. Several of us were for clawing our way toward the shore till we reached anchoring depth. All of us kept a wary eye out for barges coming too close or approaching on a collision course. No one wanted to quit, but we were certainly not interested in getting run over by a barge.

Then the situation got even worse. I was on the helm and, with the wheel hard over to starboard, the boat was slowly turning to port. We had completely lost steerageway. With not enough wind, we were completely adrift. We actually spun around in painfully slow circles twice. Then we all felt a tiny, barely perceptible coolness in the air. At first no one spoke. It became more definite. Then somebody whispered, "Look! Ripples!" The surface of the water, smooth as glass for hours, was now moving. Duet started to answer her helm again and the faint rustle in the sails grew for the first time in hours. The knot meter kept rising. We were on our way home!

The Around Long Island Race is one of several long distance races that provide a great change of pace from the weekly round-the-buoy races held at various locations around the Sound. Some of them are quite challenging from many perspectives, but the ALIR in particular is a wonderful event to test the skill, stamina, and sheer determination of any serious racing crew.

In the end, Duet and her very tired crew crossed the finish line very early Sunday morning, once again in extremely light wind. We were first in our division. It was a great honor to be part of it, and the joy of finishing so well lasts a long time.

Trivia Answers (from p.4)

1. Bowline
2. Ebb tide
3. Deviation
4. St. Elmo's Fire
5. Electrolysis

Mark Your Calendars

- October 20th - General Membership Meeting at City Island Yacht Club (8pm)
- November 5th - D/4 Fall Conference at The San Carlo in Lyndhurst, NJ
- November 13th - Veterans' Parade (meet at 11am at Tremont and Lafayette Ave)
- November 17th - General Membership Meeting at City Island Yacht Club (8pm)
- December 3rd - Holiday Cheer Party at Juliano's in New Rochelle (replaces the December general meeting)
- January 19th - General Membership Meeting at Leonard Hawkins Post, City Island (8pm)
- January 25th - 29th - New York Boat Show at Jacob Javits Center, NYC
- January 29th - Founder's Day at Larchmont Yacht Club (replaces the February general meeting)

The next newsletter deadline is January 15.

City Island Sail and Power Squadron
P.O. Box 233
City Island, NY 10464

[Place Address Label Here]