

America's Boating Club®

For Boaters, By Boaters SM



Bayside Running Lights



April

Monthly Newsletter

2021



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Thank you for your support!

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Bayside Power Squadron, Inc appreciates your support of this newsletter. The monies received from the boosters are used to support the cost of producing the Running Lights.

For a nominal fee of **\$10.00** your booster message will appear in ten issues of the "Running Lights". These boosters are larger than usual and you can use them as you wish—your boat's name, the names of your family members, etc. A nice gesture would be to remember a deceased member.

Please limit you message to: 14 letters and spaces per line. You can use a total of 4 lines. Oversized boosters cost extra. Thank you.

Send your message and your check to:

Mary Molfetta
142-50 56th Road
Flushing, NY 11355-5316

Checks made payable to: Bayside Power Squadron, Inc

Boosters can be found on [pages 17 & 18](#) of this issue.



BAYSIDE POWER SQUADRON, INC.

www.bpsqd.org

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Bayside Executive / General Meeting

DATE - 19 April 2021

TIME - Executive Committee Virtual Meeting 1930 hrs (7:30pm)
 General Membership Meeting 2000 hrs (8:00pm)

LOCATION - Virtual Meeting

CALENDAR OF EVENTS

APRIL

- 11 D3 Memorial Service
(VIRTUAL)
- 15 Operations Training
(Virtual Details to follow)
- 19 Bayside Executive Meeting – Virtual – 7:30 PM
 Bayside General Meeting – Virtual – 8 PM

MAY

- 3 Bayside Change of Watch - Virtual - TBA
- 23 Picnic with Oyster Bay P.S.
(Harry Tappen Beach/Park – Details to Follow)
- 22—28 National Safe Boating Week



The Commander's Message

Cdr. Gil Allen, SN

Spring is here. Time to get outside and prepare our boats for a fun season. Check on the USPS website for Spring commissioning procedures. Attend our virtual meetings to hear the latest info on boating in our area and ask questions about anything you need to know about our boating activities, including courses to take and/or refresh your memory on maintenance, boat handling, electronics, navigation, etc.

Some interesting new developments have been reported in several boating magazines. One is about the new 600 hp Mercury outboard. The previous highest horsepower from Mercury is the 450. The highest hp outboard is produced by Severn marine at 627 hp. What makes the Mercury OB so unique is the fact that it has a two speed transmission and a steerable lower gear case. The first transmission gear gets the boat out of the hole and onto plane faster, followed automatically by the second gear for fuel economy. Only the lower unit rotates for steering while the head stays stationary eliminating the cables for steering in the transom in front of the engine. It also allows for tighter turns since they rotate up to 45 degrees as opposed to the 30 degree swing on a standard OB. There is a rudder indicator on the engine display to tell you the amount of lower unit rotation since the cowling you see on the transom doesn't move. The engine itself is a V8, weighing 1260 lbs. and the lower unit has dual contra-rotating props. Electronic joystick control makes docking a piece of cake. You just point the joystick in the direction you want the boat to go, including sideways, and the computer determines the angle of each lower unit and which engines are in forward or reverse gear. More and more boat manufacturers are making larger boats that can accommodate from 2 to 5 outboard motors. Hence, a 50 foot cruiser with four 600 hp OBs has a top end speed of 50 to 60 mph depending on boat displacement. Of course, the price is not cheap at \$77,000 per engine. Oh well, we can dream anyway!!!

Another development is from a Swedish company, using aeronautics, carbon fiber laminates, computer based flight controllers and e-mobility to make a fully electric, 26 foot powerboat with fold out hydrofoils and a foil attached to the lower engine unit above the forward facing prop. The boat can travel 50 miles at 20 knots on one full charge. Any instability from wave height, pitch, roll and running angle are corrected 100 times per second by a flight computer using accelerometers, gyroscopic and other sensors for a very stable ride. Technology never ceases to amaze us!!!

Let's hope Covid-19 is controlled so that we can all get on with our boating lives.

Gil C. Allen SN-CN

Cdr. America's Boating Club of Bayside



THE NOMINATING COMMITTEE REPORT FOR 2021 – 2022

The nominating committee is pleased to present the following slate of candidates to the general membership for their consideration.

**Bayside Power Squadron
Bridge Officers (2021-2022)**

Commander	Lt/C Seth Cirker, SN
Executive Officer	Lt/C Marco Michelson, AP
Educational Officer	Lt/C Mary Ann Jordan, SN
Administrative Officer	Lt Suzanne Zenkewich, P
Secretary	P/C Sharon E. Molteni, SN
Treasurer	P/C Sean P. Donohoe, SN
Assistant SEO	P/C James Jordan, SN
Assistant Secretary	1=Lt Andrea Mahee, S

Members of the Executive Committee

P/C Thomas Markunas, AP	P/C John M. Listner, AP
P/R/C Eugene E. Molteni, SN	Lt Kathy Listner
P/C James Jordan, SN	Lt Gene Thyer, AP
P/C Marlene Thyer, AP	Lt Maureen E. Biglin, P
P/C Thomas J. Biglin, SN	1=Lt Andrea Mahee, S
Lt Mary Molfetta, S	Lt. John A. Zenkewich, P
P/C Daniel Fannon, AP	Lt. Carol Dolan, AP
P/Lt/C Marion W. Anderson, SN	P/R/C Guy Anastasio, SN
P/C Gi Allen, SN	P/D/C Karl Crutchfield, SN
Lt Mary Markunas, AP	

Rules Committee

P/R/C Eugene E. Molteni, SN
Lt/C Suzanne Zenkewich, P

Auditing Committee

P/R/C Guy Anastasio, SN
P/R/C Eugene E. Molteni, SN
P/C Daniel Fannon, AP

Budget and Finance Committee

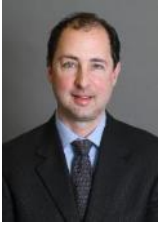
P/R/C Guy Anastasio, SN
P/C Sharon E. Molteni, SN

Nominating Committee

P/C Gil Allen, SN (3 years)
P/R/C Eugene Molteni, SN (2 Years)
P/C Marlene Thyer, AP (1 Year)

Respectfully submitted,
P/C Daniel Fannon, AP - Chairman
P/C Marlene Thyer, AP
P/R/C Eugene Molteni, SN

The election will be held at the Squadron's Annual Meeting on 22 March 2021. The installations will be at the Change of Watch on 3 May 2021.



Executive Officer's Report

Lt/C Seth Cirker, SN

Four hundred years ago, the Mayflower made its infamous two-month long voyage from Plymouth to Plymouth. In just a few weeks, on April 19, a new Mayflower will cross the Atlantic, this time taking only about two weeks. While the transatlantic routes remain the same, vast differences will be seen.

Most noticeably, instead of a couple dozen crew members and 100 passengers, there will be no captain, crew or other individuals on board. Today's Mayflower will be solely technology driven.

Even more amazing, the journey will be made without any human intervention, including those spontaneous navigational and safety decisions traditionally made by only the most seasoned captains. The Mayflower Autonomous Ship will rely on AI (artificial intelligence) and machine learning to safely navigate unpredictable sea conditions during its ocean crossing.

While its name and maiden voyage pay tribute to the past, the Mayflower Autonomous Ship has a purely futuristic mission; that being to transform ocean research by spending unprecedented periods of time at sea. By gathering data related to global warming, plastic pollution, over exploitation of marine life, its goal is to help us better protect our oceans and use them more sustainably.

To do so, some research will occur on board while other is performed on land. Careful consideration had to be given to whether precious cargo space should be occupied with scientific research equipment or water samples. Here, it was determined that onboard sensors would measure water temperature, salinity, and oxygen levels while a robotic system would collect and store water samples, taken at strategic locations, to be later analyzed for plankton, algae and other content upon return to land. By achieving the optimal weight/space balance between equipment and water samples, the Mayflower can remain at sea longer, thereby providing the most valuable information.

Beyond water analysis, other ocean related research will be performed. Hydrophones (underwater microphones) will be used to determine the number and locations of whales and other marine life. Altitude providing GPS receivers will be used to measure sea levels. HD (High Definition) cameras and accelerometers will record wave activity as well as measure wave energy. All in all, the Mayflower Autonomous Ship will provide research capabilities that have been unavailable in the past.

From a boater's perspective perhaps an even a greater technological achievement can be recognized.

Once given a destination, Mayflower will figure out how to get there itself, taking the weather, ocean currents and other variables into consideration. Mayflower's "AI Captain" functions like a human captain, constantly re-evaluating its surroundings, assessing options, and then finally adjusting the ship's course and speed as needed.

By combining GPS provided location, heading, speed and course information with digitized nautical charts Mayflower can navigate shipping lanes while remaining clear of restricted areas. Using satellite provided weather information in conjunction with real-time sea state sensors, potentially dangerous storms will be avoided. Onboard camera systems compare what lies ahead with a library of one million images to identify hazards like debris and shipping containers in the water.

And, just like a human captain, Mayflower is also able to react to ocean traffic. Radar and Automatic Identification Systems (AIS) provide collision avoidance information such as an approaching ships location, heading and speed. Artificial Intelligence and machine learning ensure that course change decisions are made safely and consistent with COLREGS (collision regulations). For example, in a crossing situation, should a "give-way" vessels course change not be detected, Mayflower will take collision avoidance action.

While I was hoping Mayflower's AI Captain would achieve the grade of SN and use those HD cameras for a Noon Sight, perhaps celestial navigation skills are something we can look forward to in version 2.0.

If you can, check out this well-produced 90 second video on our oceans and the Mayflower Autonomous Ship's role https://youtu.be/LfdLw_HKB9Q

Seth Cirker, SN-CN

Executive Officer, America's Boating Club of Bayside



Educational Officer's Report

Lt/C Mary Ann Jordan, SN

An update on our educational programs: The Boat Handling Course will end this week with the final exam administered on line. The one registrant for the ABC Course turned out to live in the UK and would have great difficulty in becoming an active participant in America's Boating Club of Bayside. He withdrew.

Last month, I mentioned a book, *The Naked Sun* written 50 years ago that I recalled during this pandemic. I was surprised in the middle of March to see Paul Krugman, Nobel prize winning economist and NY Times columnist, begin his column entitled "Pandemic and the Future City" with a reference to *The Naked Sun*, "a science-fiction novel about a society in which people live on isolated estates, their needs provided by robots and they interact only by video. The plot hinges on the way this lack of face-to-face contact stunts and warps their personalities."

After this introduction, he goes on to speculate on what our lives will be like when the pandemic is over. He quotes Alexander Hamilton to explain how the pandemic has supported the development of remote work and draws an analogy with the book trade where ebooks threatened hard copies and book stores, a threat that never completely materialized. Krugman opines that there will be more people working remotely from home, less travel for business, and "a glut of urban office space," but still there needs to be social interaction that promotes brainstorming and the sharing of information. Such conversations support innovation in a way that cannot happen on virtual platforms. Also the attraction of urban life will not allow the city centers to disappear. We will see! You can read his column at: <https://www.nytimes.com/2021/03/15/opinion/cities-covid-remote-work.html>.

As I read stories about the cargo ship blocking the Suez Canal and the speculation that its precarious position could be do to human error, articles mentioned the large number of cargo ships that sink. The speculation that human error contributed to these accidents focused on the need for the captain to consult with others and to be ready to receive data from more sources. I was reminded of our February presentation by Susan Blank. She described the qualities of leadership including the idea that good leadership involved listening to others.

Finally, I am impressed by the report of Seth Corker, Executive Officer, who told us the amazing story of the new *Mayflower*, a research vessel without a crew or captain. The idea brings us back to *The Naked Sun* where much of life is controlled by artificial intelligence. We have a lot to think about as we navigate our way to a new world, pandemic under control, but not exactly the same as it was 2019.

Mary Ann Jordan, SN
SEO, America's Boating Club of Bayside



Administrative Officer's Report

Lt/C Marco Michelson, AP

Stay Attached!

In December 2018, Congress passed a new law (effective one-year later) requiring boat manufacturers to install Emergency Engine Cut-Off Switches (ECOS) [the terms Engine Cut-Off Switch (ECOS) and Engine/Propulsion Cut-Off Devices are used interchangeably] in certain classes of boats. These devices disable the engine when the operator is unexpectedly separated from the engine control station or the vessel, as might occur if the operator were to fall or experience a Man Overboard situation. Up until that time, many U.S. manufacturers had voluntarily installed such devices on their boats and there are now several new variations of these devices on the market, inclusive of electronic fobs/wireless devices - these important safety devices are intended to prevent the operator from encountering the vessel's propeller and facilitate re-boarding of the vessel, in the event the operator is ejected from the vessel. Owners of vessels equipped with ECOS are required to maintain these in a serviceable condition.

Companion legislation (*Section 8316 of the National Defense Authorization Act of 2021*), effective April 1, 2021 and applicable to all navigable waters of the United States, requires that operators of a boat with an installed ECOS must use the ECOS link (usually a coiled bungee lanyard) that connects the ECOS to the operator (e.g., either directly to the person or to the Personal Flotation Device or clothing). This law applies to any recreational motorized boat less than 26 feet in length with 3 or more horsepower. ECOS links must be used for all covered recreational vessels while operating on plane or above displacement speed.

The only two exemptions to this law are if either the main helm of the covered vessel is installed within an enclosed cabin, or if the vessel does not have an engine cut-of switch and is not required to have one. More information and Frequently Asked Questions pertaining to this new law can be found at www.uscgboating.org, maintained by the United States Coast Guard.

Fair Winds!

Marco K Michelson, AP

Squadron Administrative Officer



From the Safety Officer

Lt/C Daniel S. Fannon, AP



Your Seaman's Eye

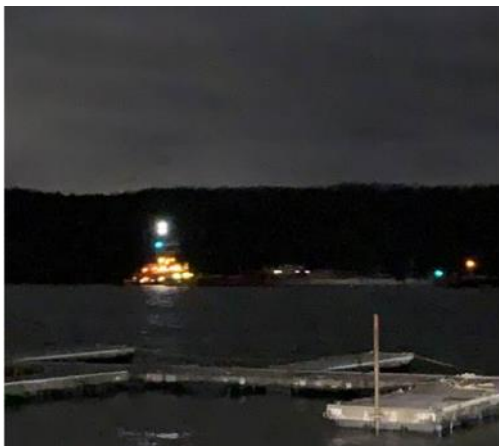
Developing an astute Seaman's Eye is a basic element to safe navigation. It's why it shows up in the beginning ABC courses and why I have written many articles about it in the eleven years

as your Safety Officer. Being intelligently observant on the water is the first step, but the serious boater knows that refining, defining, and using what that eye sees is a lifelong challenge. The human brain has a tendency to see what it wants instead of what actually is. Add to that the visual tricks that water and light like to play on us, and it's easy to have our vision thrown off center, and with it, the safe navigation that comes from using and interpreting our Seaman's Eye.

There are three ongoing skills in this process:

- Learning to un-filter our vision so that we see only what is truly there, not what we want to be there
- Building a mental 'card catalogue file' to refer to the various elements we observe and their effects on navigation
- Deciding the safest navigational reaction to what our Seaman's Eye is telling us

A few easy examples of interpreting what the eye sees:



One evening last week, I observed this looking West towards the Hudson River from my home in New Hamburg; two green lights, so a quick search of the 'card catalog' confirmed that since green lights are starboard lights, what I was seeing was a large tug and barge heading upriver.



From the Safety Officer

Lt/C Daniel S. Fannon, AP



Telltails tell the tale that this guy isn't going to break any speed records.



If your compass is reading north, and you see this ahead, you can rightly assume that the wind is from the SW, and with these lines of white water, it's strong enough so that you'd be wise to adjust your course line for some significant drift..

However, there are times when interpreting what the eye takes in is not so simple. A few years ago, I was heading East on the Sound on a very bright and warm afternoon. From the helm, I spotted a large vessel far dead ahead. The radar told me that it was 5 miles away and heading on a NE course, but in the binoculars, that wavy, confused band that sits between the water line and the sky (especially when there's a significant difference in water and air temperature) threw everything off. But what I really wanted to know was what vessel this was. Logic had it that it was the Bridgeport-Port Jefferson ferry heading to Connecticut, but the more I looked, the more that ship took on the shape and color of a modern Navy destroyer that might be heading for Groton. Obviously, sailing towards a ferryboat and towards a destroyer would make for different course adjustments, but when I got closer, I could finally see that it was the ferry. From the distance and the distortion, it hadn't been anywhere clear to me initially, so this was my first lesson in what you see is not necessarily what is. That has served me well in constantly questioning my assumptions and observations when on the water.



From the Safety Officer

Lt/C Daniel S. Fannon, AP



This brings us to one of the mysteries of the sea – those times when the eye and logic cannot be easily reconciled, and the case in point is this photo taken by David Morris when he was taking a stroll along the cliffs of England’s southwestern coast.



It was a sunny morning with ships passing on the horizon. I know we are used to all sorts of ‘managed’ photography these days, but this photo is **untouched and for real**. It captured what David actually saw. He said, “I told myself, It must be on water. My head doesn’t want to understand what I see, but it must be on water.” He is right, but to be honest, if any one of us were at the helm of our boat and saw this ahead, we’d stop engines and wait until we could figure out what was what. If oil tankers can sail the skies, then maybe the earth really is flat or perhaps, as the early maps noted on the undiscovered areas of the ocean tagged as “Here there be Dragons”, there are mysteries of the seas beyond our understanding.

The good news is that there is a scientific explanation for this, and you’ll find that at the end of the Running Lights (page 16). But use your Seaman’s Eye to test your logic to see if you can come up with the answer. And in the meantime, remember that

Being Safe on the Water is No Accident

P/C Daniel Fannon AP
Bayside Power Squadron, District 3 USPS



From the Crow's Nest

Lt/C Sean P. Donahoe, SN

Now I know for sure that Spring has arrived. Not because the calendar says so. Not because boaters are starting to remove the shrink wrap. It's because of that melodic (not Dan Fannon's boat) sound throughout the neighborhood and no it is not the birds chirping – it's the familiar tone of Mister Softee. Years ago, I was just like everyone else, preparing my boat for the upcoming season. Now to get ready to go boating, I just call someone at the place where I rent a kayak and ask him if there is one available. That was easy and now I can spend more time getting my bicycle ready for the season, which is also very easy. The hard part is getting me ready for bicycle season.

As you know, Spring is a time of change so its no coincidence that our Spring Conference is also a time of change. Last month, we swore in new officers for the upcoming year. Congratulations to Betsy Mandara and her Sea Star Commanders for leading the district and their squadrons through a very unbearable, unbelievable, uncanny, uncommon, unexpected, unfathomable, unorthodox, unprecedented, unrelenting, unthinkable and downright unusual time. In short, it was one crazy year but one thing is certain – it will be unforgettable. I got my money's worth out of my thesaurus on this article. I never realized how many "un" words there are in the English language. Nat King Cole's "Unforgettable" would be a perfect theme song for this past year even though, I for one, would love to forget it entirely. However, every dark cloud has a silver lining. This my fourth time as district flag lieutenant and clearly, the fourth time was the charm. This was undoubtedly the easiest year I had as a flag lieutenant. Too bad it took a pandemic to do it.

And now, congratulations to George Hoffman of South Shore Power Squadron who is our new District Commander. As everyone knows, there is a long-standing tradition in our district of choosing a theme for the year and I always like to try to guess what theme the incoming district commander will choose. Needless to say, I wasn't even close – just like when I go fishing. This year, we will be known as the "D3 Lines." I thought for sure George would have chosen Georgie's Porgies. It would be as close to a fish as I would get. Why the D3 Lines? If you were paying attention in the basic boating class, you would have learned that a rope is just a rope with no purpose but as soon as you put it on a boat it becomes a line with a specific function like a spring line. So now, George likes to ask, "What would you like to be – a rope or a line?" Let me put it this way – if I fall overboard, I will accept either a rope or a line, as long as it gets me back in the boat. I can't help but think that this would have been the perfect year for Charles Virga from the Captree Power Squadron to become district commander. We could have been known as Virga's Viruses.

I don't know if anyone noticed, but there is something strange about the new district bridge. Somehow, I became part of it as assistant treasurer and I am not sure how. I spent the last 15 years on the district nominating committee trying to avoid this very situation. I distinctly remember never leaving the room, so no one could nominate me behind my back, even when I really had to use the bathroom. All these years, I kept saying things like, "I never want to go on the squadron bridge." "I never want to be commander." "I will never get the grade of SN." "I will never be able teach." "I will never go on the district bridge." Clearly, no one is listening to me. Let me try this reverse psychology in another area. "I will never catch a fish." On the other hand, there may be an advantage to me being on the bridge. I don't think anyone will ask me to be flag lieutenant. And no, I can't do two things at the same time. If I can't catch a tan and catch a fish at the same time, how can I be treasurer and flag lieutenant at the same time?

Next month is our virtual change of watch and hopefully Bayside's last virtual change of watch. To my surprise, I lost nine pounds since the pandemic started and now I know why. I missed out on all the cake and cookies at our meetings and changes of watch. On the bright side, I saved a lot of money since I didn't lose it to a 50/50 raffle. Nonetheless, its time to lose money and gain weight so let's bring back our meetings. I have an idea – instead of a 50/50, maybe we can raffle off a vaccine. I'll bet we get a lot of new members.

Slán Abhaile, Sean



The Bayside Buzz

P/C Sharon E. Molteni, SN

Here we are...one year into the Pandemic. We have **pivoted** to on-line meetings and on-line classes successfully. This includes the National Annual Meeting (from around the country) and the District 3 Spring Conference and Change of Watch (various locations in Nassau, Suffolk and Queens). However, social events, classes and meetings will not be held in person until the need for Social Distancing is eased up. We are hoping that on-water activities will be able to proceed as the weather gets warmer. Keep your fingers crossed.

We were delighted to receive recognition at the District 3 Spring Conference in the following areas:

1st Place – Operations Training (Robert Racho Award)

2nd Place – Prince Henry Award (education)

4th Place – Commanders Challenge

Both our Newsletter (Running Lights) and our Website received the Distinctive Communicator Award from National for the 15th and 14th year respectively.

It was a very good year!

New Members

Let's welcome the following new members to our family:

Alex Barkan

William Fitzpatrick

Robert Vitiello

Lest I forget... Our February meeting featured Capt. Susan Blank, M.D. who presented, "Safety through Leadership". The membership loved the topic.

Future Dates – Mark your calendar.

April 19th - Squadron General Meeting – Sign on will be sent.

May 3rd -- EIGHTY FIFTH - CHANGE OF WATCH -Stay tuned

May 23rd - Picnic with Oyster Bay P.S. @ Harry Tappen Beach/Park – Details Later

May 22 – May 28 National Safe Boating Week

SPRING HAS SPRUNG!



Look who celebrates Birthdays this March

Compiled by: P/C Sharon E. Molteni, SN

- 3 April John Zenkewich
- 6 April P/C Sean Donohue, SN
- 7 April Lt Maureen Biglin, P
- 18 April Allison M. Rushford
- 19 April Robert Ruchala
- 20 April James Tagliaferro, JN
- 20 April Marcia Sherriton, AP
- 21 April Elaine Bauer
- 22 April Brian T. Finn, JN
- 22 April David Schelin
- 26 April Herbert Solomon, S
- 29 April Madeline Cirker

Ship's Store

AHOY MATEYS!

Updated Prices For The Following Items

- Squadron polo shirts with the burgee
sizes: S/M/L/XL \$25; XXL \$27; XXXL \$29
- Two sizes of Bayside Burgees:
Small for boats less than 27' — \$30.00
Large for boats greater than 27' — \$35.00
- Name Tags: \$8.00 or \$9.00 depending on which pin is on the backside

OTHER ITEMS ARE AVAILABLE

If you wish to order, please contact Mary Ann Jordan at 718-767-3683





West Marine Offers Part-Time Employment Opportunities

West Marine's founding principles are that we take care of our Customer's, we take care of each other and we value our local communities. Our goal for Customers and Associates is to be the best boating supply company in the country and we do this by living our values – values that are built around superior Customer service, being trustworthy, transparent, supportive and collaborative.

West Marine is seeking individuals for part-time Sales Associate positions for stores located in Port Washington, Huntington, Island Park, West Islip, Port Jefferson, Patchogue and Riverhead.

Successful candidates will:

- Have a passion for boating or for life on and around the water
- Strong communication skills, comfortable in small groups and in individual interactions to solve problems
- Have a keen interest in providing great Customer interactions and service, while sharing knowledge and passion about West Marine products
- Have the ability to process a wide variety of transactions to help Customers seamlessly complete their purchases
- Be available to work a flexible schedule based on business needs, including nights, weekends and some holidays
- Have an ability to lift and mobilize items weighing 40 pounds to shoulder height, unassisted

West Marine offers competitive benefits including:

- Healthcare coverage for full-time Associates;
- Generous merchandise discounts;
- Paid time off;
- and Growth and development opportunities.

We invite you to consider these opportunities and join our Team! For further information, please log-in to our website (www.westmarine.com) and review our job offerings through the "Career link", (www.westmarine.com/careers).



From the Safety Officer

Lt/C Daniel S. Fannon, AP



What Mr. Morris saw was an example of an optical illusion known as a superior mirage, which occurs when the temperature difference between the sea and the air causes a change in air density and forces light from the sun to bend around the horizon.

Cold air usually sits on top of warm air — the more one climbs, the colder it gets. But on that sunny morning in Cornwall last month, the situation was reversed: Cold air lay above the chilly sea, with warm air on top.

The temperature inversion produced a mirage. The light coming from the ship toward Mr. Morris was refracted, because meteorological conditions formed layers of air that had different temperatures, making light travel through them at a different speed.

The ship appeared higher than it should be, because the human brain —and, as it turns out, cameras — can't process the effect that different temperatures have on how images are perceived.



Running Lights Boosters

"IRISH ROOTS"

Mary & Tommy

"OBATALA"

Marion & Casandra

"SWEETWATER"

Rod & Debbie

"LOVEY II"

Mary & John

*IN MEMORY OF
HARRY KEMP*

Sharon & Gene

*IN MEMORY OF
JOHN PAPA*

Sharon & Gene

*THANK YOU BAYSIDE
"FREEDOM"*

Gil C. Allen, SN

"ANGELIQUE"

Elaine and Lou Bauer

*EARLY TO BED, EARLY TO RISE,
FISH ALL DAY, MAKE UP LIES
"IRISH REEL"*

*REMEMBERING YOU
SAL AND LORRAINE
FOREVER LOVED
Angela & Marie*

*IN MEMORY OF
P/C JOSEPH L. SCHADY, SR.
OUR MENTOR AND FRIEND
Tom & Maureen*

*GOD BLESS PRINCESSES
CLAUDIA, OLIVIA AND JULIA
YOU'RE ALWAYS IN
GRANDMA'S HEART*

*IN LOVING MEMORY OF
GERRY AND JUDI PICK
JIM AND JULIA COTTER
Tom & Maureen*

*IN MEMORY OF MICHAEL J. FRIGANO
FORMER EDITOR OF THE "RUNNING LIGHTS"*

MAUREEN AND TOM

*IN MEMORY OF
"NEWSBOY MIKE"*

JOE AND BETH

*IN LOVING MEMORY OF
P/C MORRIS RIPPS, SN
&
HORTENSE RIPPS
Always in Our Hearts
Carol. Geoff, Melissa, Eric & Brian*



Running Lights Boosters

WE SUPPORT BAYSIDE

Guy & Nina

"SUMMER BREEZE"

Gene & Sharon

THANKS TO BAYSIDE

Cdr Dan Fannon

**IN MEMORY OF KAY
KEMP**

Maureen & Tom

**DAN AND THE
MELODIC**
*thank
Bayside*

"SEA DOG"

*Besty & Joe
Mandara*

*In Memory of
Jules Levitan*

Joseph D'Avanzo

"Bull Dog...Come Back"

Joseph D'Avanzo

**IN LOVING MEMORY OF
JAMES V. PERRI, II**
LOVE YOU
The Seeto Family

"KARMA II"

Ann & Richard Frenz

**IN LOVING MEMORY OF
IRENE SOOHOO**
ALWAYS IN OUR HEARTS
George & Family

**"In loving memory of Sonny,
Lisa & Norman"**
*Gene & Marlene Thyer
I Lean II*

"SUPPORT OUR TROOPS"

Brian & Pat Finn

**"In loving memory of
P/C Nina P. Anastasio, SN"**

John & Kathy Listner

**IN LOVING MEMORY OF
P/C RICHARD S. LEWIS, AP**
&
HARRIET LEWIS

*Together Forever
Always in Our Hearts
Laura & Peter*

9-11
"343" NEVER FORGET

BRIAN AND PAT



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