

America's Boating Club®

For Boaters, By Boaters SM



Bayside Running Lights



February

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 18 & 19](#) of this issue.



BAYSIDE POWER SQUADRON, INC.

www.bpsqd.org

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RUNNING LIGHTS

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Bayside Executive Meeting

DATE - 22 February 2021

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

LOCATION - Virtual Meeting

CALENDAR OF EVENTS

FEBRUARY

- Feb 10 AIS SEMINAR
(VIRTUAL) – See Page
- Feb 16 BOAT HANDLING COURSE
(5 WEEKS VIRTUAL) – See Page
- Feb 15 – 25 ANNUAL MEETING
(Florida Virtual) – See Page
- Feb 22 Executive Committee Meeting – 7:30 P.M.
(Virtual)
- Feb 22 General Membership Meeting – 8:00 PM
(Virtual) – Speaker - **Capt. Susan Blank, MD**
will provide insight for all, through
"Leadership Beyond Sailing."

MARCH

- March 9 ABC Course (Virtual) See Page
- March 12 D3 SPRING CONF.& Change of Watch
(Virtual)
- March 22 Executive Committee Meeting – 7:30 P.M.
(Virtual)
- March 22 General Membership Meeting – 8:00 PM
(Virtual)- Speaker - TBA



The Commander's Message

Cdr. Gil Allen, SN

At last we are seeing some significant progress in controlling Covid-19 with the start of the vaccination program. As usual, there are always glitches when we have to rely on governmental bureaucracy; hence, the recent delay in getting the needed doses to the delivery centers. Patience is a virtue which is hard to adhere to after waiting so long for a viable, safe and effective vaccine. But, wait we must for an appointment once a center has a vaccine supply. This will probably take several months to inoculate phase 1A and 1B groups, let alone getting to the general population. In the meantime, social distancing and mask wearing are mandatory. In addition, we still cannot have live meetings. Virtual meetings and classes will continue for the foreseeable future. As I have indicated before, now is a good time to work on your boat while it's in storage for the winter. That way there will be less to do in the spring when everyone wants to get their boat in the water ASAP.

America's boating Club of Bayside continues to meet virtually every month. District committee meetings are also continuing online. Nationally, the annual meeting of the governing board, scheduled for 2/20/21 will also be virtual.

I sincerely wish to thank all those who expressed their condolences on hearing about the passing of my father. I received cards, emails and phone calls which were all much appreciated.

Let us all continue being vigilant and staying safe so that we can look forward to getting together for real this summer.

Gil C. Allen, SN-CN

Cdr. America's Boating Club of Bayside



Executive Officer's Report

Lt/C Seth Cirker, SN

On Wednesday, February 10th, our squadron will be holding a virtual AIS seminar that I am personally very much looking forward to attending.

For those who are unfamiliar, AIS stands for Automatic Identification System. AIS was first developed to be a maritime tracking system, making information such as a vessel's position, course, and speed available to other ships. This collision avoidance technology has been in use by large commercial vessels for the past two decades.

A lot has changed since AIS's inception. Not only is this technology now commonly found on pleasure boats, but its application has vastly expanded. While initially limited to exchanging ship position-related information, today, among other things, AIS can provide the locations of navigational aids and even individuals in the water during a man overboard situation.

With "AIS Electronics for Boaters" being one of America's Boating Club / United States Power Squadrons latest seminars, its content is extremely up to date and highly relevant. This 2-hour virtual seminar provides the perfect introduction to this exciting and important technology. For those further interested, the included course materials provide an in-depth look at how AIS works and everything it can do. To get a better idea of what will be covered in this seminar, view this short video <https://player.vimeo.com/video/490009315>

Beyond additional functionality, one of the most significant improvements in the evolution of AIS lies in its equipment. No longer are expensive dedicated displays needed, AIS information can now be viewed on standard chart plotters and even some VHF radios. For boats which do not have either of these, small self-contained AIS "black boxes" can be used to wirelessly display AIS information on standard handheld devices like phones and tablets. Simply providing DC power to one of these and attaching a small combined AIS & GPS antenna is all that is needed. As an added benefit, with these devices providing GPS information, inexpensive tablets or laptop computers can be used as chart plotters.

If the AIS seminar is something that you might be interested in, please email Gene Molteni at eugene.molteni@verizon.net

As a reminder, the United States Power Squadrons / America's Boating Club Annual Meeting is being held virtually this year from the 15th to the 26th of February. All are welcome to attend. Schedule information can be found on the USPS website.

Looking forward to seeing you at the AIS seminar and at our next General Meeting on February 22nd.

Seth Cirker, SN-CN

Executive Officer, America's Boating Club of Bayside



Educational Officer's Report

Lt/C Mary Ann Jordan, S/N

Our online education program continues to grow. Bayside will hold an interactive seminar virtually, entitled, *Boat Safely with AIS Marine Electronics*, on February 10 at 7:30PM. In this seminar, you will learn what AIS (Automatic Identification System) does, how it works, whether you need an AIS system, how AIS is different from RADAR, how to use AIS to navigate more safely and what to consider when integrating AIS with your existing electronics. Materials are downloadable and the cost is \$25 for members.

On Tuesday, February 16, Bayside will offer the *Boat Handling* course, consisting of a series of 6 seminars beginning with *Rules of the Road*. These seminars cost members \$25 each or \$60 for the full course that includes the 6 seminars. Successful completion of the full course and exam grants the rank of Seaman (S).

If you wish to take either the *AIS* seminar or *Boat Handling* course, email Gene Molteni: eugene.molteni@verizon.net.

The ABC course will be offered online again in March. This course will run for 5 weeks and includes the exam. If you are interested in taking this introduction to boating, which fulfills the New York State certification requirement, or know someone else who would be interested, please email Sean Donohoe: padraic95@aol.com.

At our General Meeting on February 22, we will have a presentation on *Leadership Beyond Sailing* by Capt. Susan Blank, MD, MPH, who has recently retired after 30 years of active duty as a Commissioned Corps Officer with the United States Public Health Service. Her career has included extensive public health emergency preparedness and response planning, and multiple collateral duty assignments serving as a deputy incident commander in NYC, CDC and USPHS deployments in such varied circumstances as 9/11, Anthrax, COVID-19, and Super Storm Sandy in NYC; Ebola in Guinea, West Africa; and earthquake response in Haiti. For 20 years, she served as an Assistant Commissioner of Health and directed the Bureau of Sexually Transmitted Infections at the New York City Department of Health & Mental Hygiene. Since retirement, she has been heavily engaged as a volunteer helping New York State and New York City expedite the vaccination of its residents.

Dr. Blank originally made this presentation at the Storm Trysail Club, Offshore Sailing Leadership Symposium : Safety through Leadership. The purpose of this conference was to tap the collective wisdom of experienced leaders inside and outside of the world of off-shore sailing to improve our understanding of successful leadership traits, qualities, practices and skills that improve safety on and off the water.

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



Administrative Officer's Report

Lt/JC Marco Michelson, AP

Looking forward to that day when the winter boat cover or shrink wrap comes off, all the canvas and safety gear is back on-board, lines are on, boat is cleaned, provisioned, fueled up and ready! Engine key is in, turned and away we...? hmmm, nothing...; fuel lines turned on, battery switch to starter, then both and...nothing; ...well, did I forget...but I didn't mean to...those friends in that cold compartment all winter...yes, maybe I should not have taken those magical containers of energy for granted and given a bit more thought to the characteristics and maintenance of my boat's batteries!

Among the three basic types of lead-acid batteries, the flooded battery requires the most maintenance. As the name implies this battery type contains sulfuric acid as its electrolyte and should be checked at least at the beginning of every season (and probably once in-between, as well) to make sure it is adequately hydrated (these batteries get thirsty too!); this requires that the battery caps be removed to inspect the level of fluid in each cell (visually and by a specific gravity measurement) to determine whether distilled water must be added to top-off these cells. If properly maintained, this battery type can last a long time. Unfortunately, if the battery is allowed to become "dehydrated", its individual cells will be destroyed and the overall lifespan of this type of battery will be compromised. Gel and Absorbed Glass Mat (AGM) batteries do not require periodic "rehydration" and AGM batteries are essentially maintenance-free (since they do not contain any free fluid), can be mounted sideways and are the most resistant to vibration and mechanical stress (they were originally designed to be used in aircraft!).

What about self-discharge rates? Turns out flooded lead-acid batteries, not connected to any charging source, will lose approximately 21% of their charge each month. Gel and AGM batteries lose approximately 3% of their charge each month; that said, let us remember that a flooded lead-acid battery will be damaged when repeatedly discharged below 50% of its original charge – thus, the flooded lead-acid battery will likely be severely compromised within a few months – the discharge rate of the latter two battery types is slower, however, so these would be expected to last longer without an external charging source.

So, can I recover if I forgot to keep my batteries charged? Well, if a flooded lead-acid battery is kept below 50% of its charge capacity, unfortunately, it is not likely to be salvageable; in contrast, both Gel and AGM battery types can be discharged to a greater degree (in the latter case, up to 80%) while still enabling recovery of function with effective charging. It should also be noted that AGM batteries and flooded batteries share the same charging characteristics, so that the same charging methodology can be used for both battery types – this is not the case for Gel batteries, which requires a different charging profile.

Finally, what about emerging chemistries? Lithium-based batteries are beginning to generate quite a bit of interest. Their maintenance-free construction, lower weight, low self-discharge rate and excellent recharging profile make these potentially attractive options for recreational boaters. The equipment requirements are a bit different, however, and some (not all) of these chemistries have been associated with greater safety concerns, particularly if not installed with appropriate battery management systems.

Fair Winds!

Marco K Michelson, AP

Squadron Administrative Officer

I got my flu vaccine! Did you?



From the Safety Officer

Lt/C Daniel S. Fannon, AP



The joys of Not Having Electricity

One of the realities in living along the Hudson River in upstate New York is that, since the electric lines are above ground, summer squalls, or wind storms from blizzards like the one forecast for February 1st, often knock out the electricity for hours at a time. The computer goes silent. There's no email, no Netflix; only the quiet and comforting solace of oil lamps and candles lighting an 1860, snow-bound house as in this photo of my 2nd floor landing.

Not having electricity for a short period can be a revelation. It tells us that so much of harried modern life with its high-speed Fios, iPhones, tablets, and Zoom meetings is not only not necessary for every waking moment of every day, but that there are definite possibilities to function fully when temporarily forced back into that pre-Thomas Edison world.

As much as we boaters gladly rely on the various gizmos and instruments that electricity provides, when it comes to safety on the water, it's essential to not be wholly dependent on our electronics, and most important, **to be prepared to navigate fully without the aid of GPS, radar, sonar, or chart-plotting should the situation arise.** Like all computers, there are times when they stop working, 'get confused', or can't connect to satellites, so we are left piloting much like the ancient mariners.

Continued on next page



From the Safety Officer

Lt/C Daniel S. Fannon, AP



It happened to me a few years back here at the electronics-filled helm of my Melodic. I was traveling down the Hudson from upstate NY enroute to City Island for the night when a violent summer storm descended upon the area and lasted for several hours. It was a real struggle to navigate the wind and waves through Spuyten Dyuvil, the Harlem and East Rivers, and in upending my carefully timed trip, by the time I reached the Throgs Neck Bridge, I had lost the light and the GPS was completely off line. Suddenly, I found myself in the dark facing

that huge stretch of water leading to the Sound with the lights of City Island far away, and with no electronics to guide me.

At this point, Dear Reader, if you have not taken a Bayside course in navigation - stop what you're doing and immediately write Mary Ann Jordon to sign up for a class !!

Had I not had the wisdom of Guy Anastasio, Gil, and the other Piloting Course teachers, I would have been in real trouble on those dark waters, but because of USPS training, I knew what to do. I got out my "hockey puck" and sighted 6 lines from on-shore points of reference. Where they bisected gave me a workable reading of where I was on the water, and from there, I could chart a course line and factor a dead reckoning to the marina at City Island. When I hit the timing mark of that course and turned on the Melodic's spotlight, the entrance to the safe harbor of the marina was directly to port.

Of course, I felt like I had just exhibited the skills of a Magellan, but the reality is that with a chart and some basic tools and skills, it's easy to be safe when electronics fail. I would encourage you this winter to take stock of what you will need onboard this coming season to navigate "by hand", and to make sure you are prepared to see yourself through whatever may come your way.

Being Safe on the Water is No Accident.

Past Commander Daniel Fannon AP

Bayside Power Squadron, District 3 USPS



From the Crow's Nest

Lt/C Sean P. Donohoe, SN

Here we are, one month into the new year and you know what – it doesn't look any different than the last year. I always thought that a new year means a new beginning so someone tell that to the rest of the world. Maybe we'll start the new year with the Chinese New Year of 4718 instead of 2021 which will be the year of the ox. Last year was the year of the rat, which is the first sign of the Chinese zodiac and I find that very ironic. According to Chinese legend, the animals picked for the zodiac were picked based on a race. The rat came in first because he tricked the ox into letting him ride on his back and when they got close to the finish line, the rat jumped off and crossed the line first. That sounds like what happened in 2020.

Last month, I discovered something new which just happens to be something old, but it also happens to be a good way to relax. And after 2020, I think we can all use that. I discovered floating and no, I am not crazy. My parents and the NYPD had me tested. Yes, I know floating is something that every boater should have learned before buying a boat and it has existed since the beginning of time. However, this type of floating is a little different. You may have heard of it as sensory deprivation. Did you ever see the horror movie *Altered States* with William Hurt? It was about a psychopathologist who uses sensory deprivation to experiment with states of consciousness. He begins to have hallucinations and loses touch with reality. My float experience wasn't anything like that, but then again, after 2020, I wouldn't mind living in another reality. Maybe this reality is the alternate reality? Maybe I need to be tested again. At least I didn't try to emulate Norman Bates from the movie *Psycho*. In *Altered States*, William Hurt's character did use drugs and I assure, I did not use any. Ironically though, some people who floated and did not take drugs supposedly still had visions. I had no visions (not even fish) and the only sound I heard was my stomach growling. When I go floating again, I will do it after lunch. If you think you can't float, think again. A lot of Epsom salt is added to the water, so it would be hard not to float. There is so much salt in the water that it makes the Dead Sea look alive.

In last month's issue of the *Running Lights*, Seth Cirker wrote about sailing faster than the wind and of course, doing so would involve some math. I did pretty well in math class in school, but there is an easier way to sail faster than the wind with no math. It's called an engine and the more you have, the faster you go. So, how many hours do I have to work to get the money to pay for the gas for the engines? Hold on – I have to do a little math to figure that out.

As you know, we are still doing all power squadron meetings virtually. The district Fall Conference and the orientation meetings were held last month and overall, everything went smoothly. We had break out rooms for the orientation meeting just like we would at the hotel. The conference was more about conducting district business than it was about education. The education department still managed to have a teaching aids competition and members still got a chance to vote. Most of the awards were put on the back burner, with one exception. Even though we did not have *Rendezvous East* last year, there was a winner. The 2020 *Rendezvous East* trophy was awarded to (drum roll please) COVID-19. Apparently, we lowered the bar. Now you can get an award for ruining an event instead of contributing to the event. And that being the case, *Bayside* should have won the award a few years back when we sang *Respect* for karaoke night. I think that was worse than the virus – there is no vaccine for karaoke. We were also informed that four members in the district achieved the grade of senior navigator during the pandemic. With everyone stuck in their homes with nothing to do, I'm thinking that there should be a lot more members becoming senior navigators. It took me two years just to complete the Navigation course. Members could have gone from Seaman to Senior Navigator in less than a year.

I don't know what Valentines' Day is going to look like this year, but none the less, I will wish everyone a happy one with their significant other. With face masks, hand sanitizers and hazmat suits the norm, I won't have to tell anyone to wear protection. I'm such a romantic.

Slán Abhaile, Sean



The Bayside Buzz

P/C Sharon E. Molteni, SN

February is the month of Groundhog Day, Presidents' birthdays, St. Valentine's Day and, of course, the America's Boating Club/USPS 2021 Annual Meeting. It is also my birthday...but enough about me.

We have spent the last 11 months, attending numerous virtual Squadron Meetings and District Conferences as well as National Conferences. In February, the National Annual Meeting will also be held virtually. See below (4) February and March will be chock full of Classes and Meetings. It will be GREAT!

The list of future meetings or events follows:

AIS Seminar (virtual) – **Wednesday, February 10th**. See [Page 12](#) for details.

Boat Handling Course – Begins **Tuesday, February 16th**. In the bleak of winter, this is a great way to rev up your boating education. Whether it is your first course or a refresher. See [Page 13](#) for details.

General Membership Meeting -Monday, February 22(Virtual) We are delighted to be joined by **Capt. Susan Blank. MD** discussing "Leadership Beyond Sailing."
Mark your calendar. More details later.

National Annual Meeting (Virtual. Feb 15 – 26th) The meeting will consist of seminars, workshops, guest speakers and socials. It will take place over a two-week period beginning 2/15/21. See [Page 14](#) for details.

America's Boating Course - Starts **Wednesday March 3rd**.

District 3 – Spring Conference and Change of Watch – **Friday – March 12th**.

THERE IS SOMETHING FOR EVERYONE!



United States Power Squadrons®



Virtual Seminar

Boat Safely with AIS Marine Electronics



AIS Electronics for Boaters is America's Boating Club / United States Power Squadrons newest online seminar. In this course, you will learn what AIS does, how it works, whether you need an AIS system, how AIS is different from RADAR, how to use AIS to navigate more safely and what to consider when integrating AIS with your existing electronics.

7:30 PM Wednesday February 10th

Seminar fee: \$25 USPS Members / \$30 Non-members

RSVP REQUIRED – email Gene Molteni at eugene.molteni@verizon.net

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Virtual Course

Improve Your Boat Handling Skills

Rules of the Road
A Practical Approach

Confidence in
Docking & Undocking
Slow Speed Maneuvering

Boating with Confidence
Handling Your Boat
Underway



Anchoring with
Assurance
Don't Get Carried Away

Emergencies on Board
Preparation for Handling
Problems

Knots & Line Handling
The Knots you Need to
Know

Boating Handling is the latest America's Boating Club / United States Power Squadrons offering. This course consists of six individual 2-hour seminars. Take all six or just those of interest. Course materials are provided as a downloadable "eBook" for your tablet or computer.

7:30 PM Tuesday evenings starting February 16th

Course fee: \$60 USPS Members
\$160 Non-Members (includes 1 year membership)
(Individual seminars: Members = \$25 each, Non-Members \$30 each)

RSVP REQUIRED – email Gene Molteni at eugene.molteni@verizon.net

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United States Power Squadrons®

JOIN US FROM YOUR HOME

At the



Virtual Annual Meeting

February 15-26, 2021

FOR THE LATEST NEWS AND HAPPENINGS

Free, Everyone Is Invited, Pre-registration Is Not Required for Majority of the Meetings
Attend One or Attend All! All sessions recorded and available after the meeting.

Highlights:

- Keynote Speaker** – Capt. Nori Ann Reed, USN, Retired shares her experiences as a Navy Captain
 - Recruiting and Retaining Members Through Effective Marketing of Educational Programs
 - Understanding the National Website Information Center
 - Treasures Found in Commanders Kit for All Members
 - Create Partnerships & Maintain Contracts with Local Business and Government Agencies
 - “Why Won’t They Do What I Want”
 - Instructor Recertification (Pre-registration required)
 - Environmental Stewardship in the Boating Environment
 - What is your favorite area of interest in America’s Boating Club? We have a session on that!
- Specific Meeting Details are available on the [National Meeting Website](#)



Packing Cubes



Sunglass Case

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<https://store.shopusps.org/>

20% DISCOUNT

on All Items from

FEBRUARY 15 – MARCH 1, 2021

Have product questions?
SS Staff will be available during certain hours.
(Check Agenda for details, dates, and times.)



Stemless Wine Glass



Stainless Tumbler

Interested in Attending But Need Help Connecting?

Check out the Attendee Instructions page
on the [National Meeting page](#) for detailed, step-by-step instructions.

Know someone who would like to attend? Invite them over and watch together while social distancing!



MEMBER NEWS



DISTRICT 3



MUSTANG SURVIVAL PRE-SEASON SALE FOR AMERICAS BOATING CLUB- DISTRICT 3

For the second straight year Mustang Survival is extending a preseason sale exclusively for our club members. As you know Mustang Survival is known for being the gear the pro's wear, and it rarely if ever goes on sale. If you are in the market for a new inflatable life vest, new wind/rain apparel, or accessories this is a great time to save. Here's the details:

From now until February 28, we will receive a 15% discount and Free Shipping on all purchases. Simply logon to www.mustangsurvival.com, click on the shop button, and use discount code FREEPORT15 when you checkout. It's that simple.

Happy & Safe Boating in 2021.



America's Boating Club Nautical Quiz (part 2 of 3)

(answers found on page 19.....No Cheating)

Quiz has been provided by Lt, Andrea Mahee and reproduced from the America's Boating Club of Greenwich

11. **The color of navigational lights used for boats are white, blue, green, red.** a. True. b. False.
c. Only for recreational boats.
12. **What is the nautical origin of the word "Skyscraper"?** a. The nickname given to the tallest ships in the past.
b. Then name for the person manning the helm before the term "captain" became used c. The term for a small, triangular-shaped sail above all other sails on square-rigged vessels.
13. **In the movie "Master and Commander" takes place in 1805 during the Napoleonic Wars. Who played Captain Jack Aubrey on the H.M.S. Surprise?** a. Paul Bettany. b. Johnny Depp. c. Russell Crowe.
d. Capt. Morgan
14. **In Greenwich there is no shortage of "POSH" dressers, and store mannequins with the latest, 'posh' fashions. Which is the origin of the abbreviation used on ships?** a. Place On Stateroom Hold. b. Priority On Sending Home
c. Port Out Starboard Home. d. Place On Special Handling
15. **Who was the woman who navigated the globe solo four times and almost won the Around Alone Challenge in 1995?** a. Hannah Swett. b. Joni Palmer. c. Isabelle Autissier. d. Dawn Riley
16. **What does it mean when a boat is displaying two red running lights?** a. Vessel is sinking. b. Vessel isn't under command. c. Vessel is anchored.
17. **In the movie "Pirates of the Caribbean who is Elizabeth Swan's love interest, then husband?** a. James Torrington. b. Jack Sparrow. c. Will Turner. d. Eric Trump
18. **You are all familiar with the phrase "As the Crow Flies". Were crows actually used for navigation? What did this phrase really mean?**
19. **Where should you NOT anchor a small boat?** a. Port side. b. The bow. c. The stern
20. **Who was the founder of Sea Ray Boats?** a. Allen McKay. b. Dick Fisher. c. C. N. Ray.
d. Benjamin Beneteau. e. B. Whaler



Look who celebrates Birthdays this February

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

- 6 Feb P/C Sharon E. Molteni, SN
- 6 Feb Janine Noblin
- 8 Feb Gabriel Cirker
- 10 Feb James Ward
- 15 Feb Sarah Cirker
- 16 Feb Patricia A. Napolitan
- 17 Feb P/C Richard Kuczows
- 24 Feb Christopher Janos
- 28 Feb P/C Susan C. Figueroa
- 28 Feb Patricia A. Finn

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





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



ANSWERS:

11. B

12. C

13. C

14. C

15. C

16. B

17. C

18. The most direct route from one place to another without detours. Before modern navigational systems existed, British vessels customarily carried a cage of crows. These birds fly straight to the nearest land when released at sea, thus indicating where the nearest land was.

19. C

20. C



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