

America's Boating Club®

For Boaters, By Boaters SM



Bayside Running Lights



January

Monthly Newsletter

2021



America's Boating Club® is a trademark of the United States Power Squadrons®



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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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RUNNING LIGHTS

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Bayside Executive Meeting

DATE - 11 January 2021

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

LOCATION - Virtual Meeting

CALENDAR OF EVENTS

January

- 11 Bayside Executive / General Meeting
(Virtual Meeting)
- 15 District 3 Educational Conference
(Virtual Meeting)
- 22 District 3 Orientation Meeting
(Virtual Meeting)

February

- 14-21 ABC Annual Meeting
- 22 Bayside Executive/General Meeting
(Virtual Meeting)



The Commander's Message

Cdr. Gil Allen, SN

Happy New Year to All! Considering what we all had to live through and cope with in 2020, let's hope 2021 will soon be better. To ensure that we succeed with controlling the spread of Covid-19, make sure you get the vaccine when available for your risk group. In the meantime, continue wearing a mask and maintaining social distance. Of course, large get togethers are not allowed and have been shown statistically to be the primary cause for spreading the virus..

At this time all of our boats have been winterized and shrink wrapped or covered with a tarp. My boat was the last to be hauled so that it can be the first to get back in the water come spring. In so doing, however, gear case oil change was done the end of December. The oil has to be drained by opening a drain plug located deep within the exhaust outlet on the IPS pod under the boat. I had a 12" extension in my ratchet set and a set of Allen ratchet wrenches up to size 12mm; but, as luck would have it, I needed a 14mm Allen ratchet wrench. Thanks to Amazon, I ordered it and got it in 3 days. I had the filters but the filter wrench was too small, so back home to get a larger one. Finally, I had 3 gallons of gear case oil, but found that I needed 5 gallons. A trip to the Volvo dealer in Amityville solved that problem. So now I'll be better prepared for next year's gear case oil change.

As of writing this report, my boat is waiting to be shrink wrapped. I always have a zippered access door installed so I can visit my boat on a nice day. As we all know, there are always things we can and/or need to do to keep up with maintaining and cleaning our boats.

Our national organization held a virtual director's meeting on 11/19, 20/20. Of interest is the following:

- 1) \$3 processing fee will be added to the dues invoice effective 6/21/21.
- 2) USPS endowment fund will be charged \$1000 per month for accounting and administrative services.
- 3) Terminated the memorandum of agreement between USPS and Sail Angle. Districts and squadrons are advised to download any info posted on Sail Angle that they wish to save.
- 4) Out of 5% of the monies allowed to be withdrawn from the endowment fund each year, they will be used to update virtual classroom; hire a website designer to update ours; purchase new computer equipment; hire an information security consulting firm, and continue the marketing drive on online educational courses and seminars including Facebook advertising.
- 5) Reported a significant increase in Cyber members.

Stay healthy, happy and well!!!

Gil C. Allen, SN-CN, Cdr. America's Boating Club of Bayside



Executive Officer's Report

Lt/C Seth Cirker, SN

Last month I went completely off course, writing about improving the air quality in your home.

With thoughts of fresh air still racing through my mind, I thought I would get back on track by mentioning a form of sailing not addressed by our current curriculum that is becoming more and more popular. That being, high-performance sailing or sailing faster than the wind.

While the entire world watched catamarans sail during the last America's Cup at almost triple the speed of the wind, most struggled to understand how this was possible. Often, even the most experienced sailors are unable to explain how some boats can sail faster than the wind.

Assuming these boats are not breaking the laws of physics, if not engines, then what in addition to the wind are they being pushed by? Black magic? The supernatural?

Typically, the greatest challenge faced in understanding what is going on here simply lies in not recognizing how common it is for things to move faster than the wind which powers them.

For example, imagine a wind turbine, one of those large wind-powered fans that generate electricity. These typically spin at a rate of approximately 15 rpm (revolutions per minute). With some middle school math, ($C = 2\pi * r$), we calculate that with each turn, the 120-foot blade tips travel approximately 754 feet around a circle. At 15 rpm, that's over 11,000 feet per minute or almost 680,000 feet per hour. With a little more math, we find the blade tips traveling at a speed of 129 miles per hour, far faster than the wind propelling them.

Here, it can be easily seen that it is not the wind speed, but rather the wind power or forces of the wind that make these greatly accelerated speeds possible. Similarly, the secret to how boats sail faster than the wind can be found in how they harness the wind's energy.

If you are interested in learning more about how boats do this and the physics behind it, Google a few articles and/or watch some YouTube videos on high-performance sailing and sailing faster than the wind. Beyond being educational, I think you will find interesting how some of the most basic principles taught in our "Boat Handling" and "Sail" courses such true wind, apparent wind and reducing drag come into play to make this unique form of sailing possible.

I hope everyone had great and safe holidays.

Welcome to 2021

Seth Cirker, SN-CN

Executive Officer, America's Boating Club of Bayside



Educational Officer's Report

Lt/C Mary Ann Jordan, SN

As 2020 ends, we are entering the new but uncertain territory of 2021. We have hope that vaccines against Covid-19 will gradually put an end to the pandemic, but we have neither an exact timetable or foreknowledge of the outcome. In light of the current situation, America's Boating Club (USPS) continues its educational offerings with online courses offered in real time through *Go to Meeting*. We have already offered two sessions of the ABC course and are planning to hold an AIS seminar in January. Watch for the announcement of date, time and directions on how to sign up.

There are also plans to offer the Boat Handling Course, the replacement for Seamanship, divided into six seminars that can be taken separately, or as a package with a member exam giving the grade of S. The course consists of the following seminars:

- Rules of the Road: A Practical Approach
- Confidence in Docking and Undocking: Slow-Speed Maneuvering
- Boating with Confidence: Handling Your Boat Under Way
- Anchoring with Assurance: Don't Get Carried Away
- Emergencies on Board: Preparation for Handling Common Problems
- Knots and Line Handling: The Knots You Need to Know

As we have said before, the issue for squadrons trying to increase their membership, which has been negatively impacted by the lack of face to face events and classes during the pandemic, remains an uphill battle. even when courses or seminars are presented in an interactive online format. Relationships are built in the conversations before, during and after face-to-face classes that just do not happen during a virtual meeting.

The National Association of State Boating Law Administrators, NASBLA, that works to develop public policy for recreational boating safety for the 50 states and US territories has extended approval of the ABC online course till the end of 2021. It has also expressed the desire to have all Boating Safety classes meeting state requirements delivered online.

We have had to develop new skills in delivering education remotely and even when the pandemic ends, we will probably continue to rely on distance learning for some seminars or an introductory course. That said, I am sure we are all looking forward to seeing our old and new friends in person and joining them in learning together.

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



Administrative Officer's Report

Lt/JC Marco Michelson, AP

New Year's resolutions...among the many considered each year, catching up on my reading always seems to rank high on this list – perhaps it is because I never seem to get through the list!! Nonetheless, in reflecting upon some of the sources of information for cruising sailors that have been helpful in answering questions about boat design, mechanics, wiring, navigation, and seamanship, I would offer the following list of core references (apart from ABC's/USPS's materials, of course!) that I have come to rely upon and that, in some cases, have become part of my on-board library:

The American Practical Navigator (2019; Vol 1 & 2) by Nathaniel Bowditch – a definitive reference for the application of the principles of marine navigation

The Ashley Book of Knots (1944) by Clifford W. Ashley – the definitive encyclopedia of knots (also known affectionately as ABOK) - primarily used as a reference tool, offers insight into the vast array of marlinspike possibilities that might pique a sailor's interests

Boatowner's Mechanical and Electrical Manual, 4th Edition (2015) by Nigel Calder – a comprehensive treatise on maintenance and repair of essential systems on your boat

Chapman Piloting and Seamanship, 68th Edition (2017)– a classic and authoritative resource for the recreational mariner (both power and sail) for over 100 years

The Complete Rigger's Apprentice, 2nd Edition (2016), by Brion Toss – an authoritative work on modern and traditional rigging

Marine Medicine (2012), by Eric A. Weiss, MD and Michael E. Jacobs, MD – a practical handbook for approaching the evaluation and management of medical conditions while underway. This handbook is written for the nonmedical person and is also frequently included in First Aid Kits designed for outdoor recreational use

Eldridge Tide and Pilot Book (2021) – published annually, is a unique reference that provides the mariner with local tide and current tables (primarily for the northeast region) along with practical insights on topics of general interest for safe navigation

Light List, Atlantic Coast (St. Croix River, Maine to Shrewsbury River, New Jersey), Vol 1, prepared by the Department of Homeland Security and United States Coast Guard – an essential reference for validating the position of aids to navigation; should be corrected with weekly Local Notices to Mariners or Notices to Mariners, as appropriate

Maptech Embassy Cruising Guides (Long Island Sound to Cape May, NJ) – regional travel guides to local cruising areas that synthesize a wealth of practical information regarding anchorages, marinas, and other amenities of interest to boaters visiting a particular harbor

The Marlinspike Sailor (1960) by Hervey Garrett Smith – an easy-to-follow guide to applied marlinspike and decorative ropework

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Administrative Officer's Report

Lt/JC Marco Michelson, AP

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Nautical Almanac, Commercial Edition, jointly produced by the United Kingdom Hydrographic Office and the US Naval Observatory – a compendium of the precise positions of the sun, moon and navigational planets and stars throughout the year that is used in conjunction with Sight Reduction Tables (see below) for determining position through celestial navigation

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Navigation Rules and Regulations Handbook (corrected through 02/12/2018), prepared by the Department of Homeland Security and United States Coast Guard – describes Inland and International Rules and Regulations for the prevention of collisions at sea and required to be carried on-board vessels of ≥ 12 meters in length (electronic versions of this document are available and satisfy carriage requirements)

Sight Reduction Tables for Marine Navigation, Pub. No. 229, Vol 3, Commercial Edition (Latitudes 30 – 45, Inclusive), jointly produced by the National Imagery and Mapping Agency, the US Naval Observatory, and the United Kingdom Hydrographic Office – a compilation of tables that, in conjunction with the Nautical Almanac, resolve equations that apply to the navigational triangle for determining position through celestial navigation

United States Coast Pilot (2), Atlantic Coast: Cape Cod, MA to Sandy Hook, NJ, jointly produced by US Department of Commerce, National Oceanic and Atmospheric Administration and the National Ocean Service – a highly informative and descriptive guide of interest to any pilot or navigator traversing various geographic regions of United States coastal waters; this resource is updated regularly through the weekly Local Notices to Mariners or Notices to Mariners, as appropriate

U.S. Chart No. 1, 12th Edition (2013), prepared jointly by NOAA (Department of Commerce) and the National Geospatial-Intelligence Agency (NGA; Department of Defense) – the original and definitive reference to symbols, abbreviations and terms used on paper and electronic navigational charts

Finally, as many are already aware, effective 01 January 2020, Brianna's Law mandated the completion of an authorized boating safety course for all operators of power vessels in New York State, by 2025. Beginning in 2021, all operators of motorized vessels born after January 1, 1988 (33 years of age and younger) are required to obtain formal boating safety certification. The United States Power Squadrons (d/b/a America's Boating Club), the United States Coast Guard Auxiliary and the United States Sailing Association are among the few organizations authorized by Law to provide this education and certification.

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



OVERLOAD

The winners of the annual **American Brainless Boaters Contest** were announced last week, so I thought you'd enjoy seeing a photo of the merry crew that came in second place. Yet another hapless bunch mindlessly out on the water – **seven in a seven-foot dinghy** waving good-bye to all sense of reason and safety. No life jackets, a waterline inches away from the top of the gunnel, and a boat so overloaded that the smallest wave or shift in weight would capsize the whole sorry lot into the drink. One can only hope.

We tend to think of dangerously overloaded vessels as something common to refugees escaping Cuba, but according to the US Coast Guard's 2019 survey, there were 57 deaths and 88 serious injuries in American waters that year caused by having more people onboard than the vessel could safely handle. News Flash!! The physics that determine flotation and balance have been known for centuries, and whether some people believe it or not, GRAVITY will always win.

The problem is that:

- Far too many (especially pontoon boaters) see their boats as floating party venues where jamming as many revelers onto the decks is the objective. The encouraging aspect of this is that with sinking so inevitable, the human problem may be self-solving.



Continued on next page



From the Safety Officer

Lt/C Daniel S. Fannon, AP

- Even some reasonably-trained captains ignore the safety concerns of overloading their vessels. It's the **"I'm sure it will be OK"** syndrome.

I don't have a photo for the second, 'more reasonable' overloaded boat because in most cases, only a picture of a sunken, capsized boat marks what happened to those onboard (as what we saw in the aftermath of the sad loss of children's lives on Oyster Bay July 4th several years ago). And worse, there is no photo to see because the boat and passengers have disappeared in waters unknown.

A typical case in point

Just a few days ago on New Year's Eve, the Coast Guard abandoned search for an overloaded boat that left Bermuda for Florida. A **29-foot boat with 20 people on board set out on a 140-mile trip in the open ocean** never to be heard from again. Someone made the decision that this would "be OK", and once again, there are no survivors in an overload situation that should have been dangerously obvious at the dock in Bermuda.

The ratios of boat length to passengers tells the madness of overloading:

- 24-foot Pontoon Boat with 30 passengers (photo above) = **1 ¼ feet of boat per person**
- 7-foot dinghy with 7 passengers – **1 foot of boat per person**
- The Bermuda trip: a 29-foot boat with 20 passengers = **1.45 feet of boat per person**

Even factoring a vessel's length x beam less engine and non-deck surfaces, these imbalances are disasters waiting to happen,

I am sure that no Baysider would overload her boat to such craziness, but it makes sense to remember that a "Plus One" at a house party may be alright, but allowing that extra person or two on your boat might just be the tipping point. When it comes to the number of people who can be safely onboard, less is definitely more.

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

Let me start this article by apologizing for the sad start. I'm sure you've heard of the gift that keeps on giving. I think it is safe to say that 2020 is the year that keeps on taking and to make it worse, the taking was done during the Christmas Season. This year took Doug Rogers, AP and P/C Roland DeLongoria, JN. Suzanne Zenkewich lost her brother, Raymond Rapisarda and P/C Susan Figueroa, AP passed away on Christmas Eve. And then the curse of 2020 really hit home when my mother passed away on December 10th after a long illness that got worse this year. To make matters worse, it was nine days before she became a great grandmother and five days before another granddaughter was accepted into Villanova. I keep thinking why couldn't she hang on for just a little longer and then I found this poem on the internet which comes from Facebook – Blowing Kisses to Heaven:

God saw you getting tired,
 A cure not meant to be.
 So, He put His arms around you
 And whispered, "Come with me."
 With tearful eyes we watched you
 And saw you fade away.
 Although we loved you dearly,
 We could not make you stay.
 A golden heart stopped beating,
 Your tender hands at rest.
 God took you home to prove to us,
 He only takes the best.

Let me try to bring this back to happier times so we can laugh instead of cry. As William Arthur Ward once said, "A well-developed sense of humor is the pole that adds balance to your step as you walk the tightrope of life." And 2020 was walking a tightrope without a net. That being said, one of the gifts I got this Christmas was the 2021 Farmer's Almanac and upon reflection I never saw anything in the 2020 Farmer's Almanac about a pandemic so clearly you can't always believe what you read and never believe what you don't read. I never knew how much useless information was contained in that book. For instance, one of the remedies that is suggested for getting rid of a cold is to boil an onion and then drink the water. I'm Irish, so I know boiling an onion serves no purpose unless you are going to make Irish Stew. There is a suggestion to "add a little butter and salt if the taste is unbearable." What do they mean IF the taste is unbearable? In what world does hot onion water taste good? On another note, do you know what the most practiced sport is? I thought it was fishing – I practice all the time and I still can't get it right. However, the almanac says it is skipping stones. Saying skipping stones is a sport is like saying curling is a sport. I wonder how many people I offended with that comment. By the way, I can't skip a stone on the water to save my life. I can't curl either, but I don't think that will be a problem for me. I also learned about the secret symbols of cemeteries. An acorn on a headstone is the symbol of prosperity. What good is prosperity in a cemetery? I was told you can't take it with you. Maybe that's why squirrels horde them all the time.

And speaking of squirrels – last month, I ended my article with the words, "I think 2021 is going to have a rough start, so I will say have a Happy Half Year." I should have kept my mouth shut because 2021 is going to get weird. With everything that is going on, residents in my area have to contend with a new threat. According to an article in the New York Post on 31 December 2020, some residents were attacked by an irate squirrel. It seems to me that the smaller the threat, the bigger the problem. Yeah, I know – it is easier to sit on a mountain than on a pin. Any chance of getting a vaccine for emotionally disturbed squirrels? I get it – I have to wear a mask for COVID-19, but I refuse to give up my nuts.

Under normal circumstances, I would be preparing for the Annual Meeting in Ponte Vedra, Florida like last year. Unfortunately, the meeting will be going totally virtual next month, so I won't be able to do any biking again. That may be a good thing because my butt is still sore from my last ride to St. Augustine. Maybe I should consider virtual bike rides from now on. Besides, I don't think anyone wants to see me in spandex anymore.

Slán Abhaile, Sean



The Bayside Buzz

P/C Sharon E. Molteni, SN

Now that we leave 2020 behind and enter the New Year with the promise of clean slates, fresh starts, and Corona Virus Vaccinations. Let us not forget **the wisdom of the great Yankee catcher, Yogi Berra**. Yes, he advised that **"The future ain't what it used to be."** No question about that.

We have spent the last 10 months, attending numerous virtual Squadron Meetings and District Conferences as well as National Conferences. In February, the first National Annual Meeting will also be held virtually.

The list of future meetings follows:

January 11 – 7:30 P.M. Squadron Exec. Comm. Meeting and Squadron General Meeting.
(Virtual) Details about sign in will be sent later.

January 15th – District Fall Education Conference will be held (virtually).
Sign in details to be sent later.

This conference will be attended by our Chief Cdr Mary Paige Abbott, SN and our National Education Officer – VC Bill McMenamin, SN

January 22nd – District Orientation Meeting (Virtual)

February 15 – 25 National Annual Meeting (Virtual)

The meeting will consist of seminars, workshops, guest speakers and socials. It will take place over a two-week period beginning 2/15/21. When we have more information, it will be distributed.

February 22nd – 7:30 P.M. Squad. Exec Comm. Meeting and Squadron General Meeting.





The Bayside Buzz

P/C Sharon E. Molteni, SN

GOOD & WELFARE

Let's start with some good news. Sean Donahoe's niece had a bouncing baby girl on December 19th in Boston. Delilah almost arrived in a snowstorm but she was a little early, which was good. Sean's sister, Jean (her Grandmother) got there early to beat the snow.

Unfortunately, Sean had additional news. His mother, Dorothy passed away on December 10th after a difficult convalescence. Their family regretted that she did not see her first Great Grandchild.

P/C Nick Napolitano, S and P/C Joseph D'Avanzo, AP sent their good wishes to the squadron. They are still in Florida and Maine respectively but missing us.

Susan Jones Figueroa, AP : It is with deep regret that we report Susan's death on Christmas Eve. Susan served as Bayside's Commander during 1999 – 2000. We have been advised that the burial will be private. However, a celebration of her life will be held next Spring.





America's Boating Club Nautical Quiz (part 1 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

- 1. What boat did Dennis Connor sail in the last America's Cup?** a. Liberty.
b. Stars & Stripes. c. America 3. d. Young America
- 2. Who was the manufacturer of the World's first outboard engine?** a. Suzuki. b. Mercury.
c. Chrysler. d. Evinrude
- 3. We all know the meaning of "Above Board" as used in our lexicon. The sailing roots of this phrase relates to pirates hiding "below decks".** a. True. b. False c. The term originates from gambling
- 4. One knot (the speed unit used for boats) is equal to what speed in miles per hour?**
a. 1.151 miles per hr. b. 1.811 miles per hr. c. 131 miles per hr.
- 5. What line should you use to tow a skier?** Dacron b. Polypropylene c. Nylon d. Manilla
- 6. What was a KAYAK called previous to our use of the word kayak ?** a. Skin Boat.
b. Nordkapp c. Byddarkka. d. Angmagssalik
- 7. When racing a sailboat shall exonerate herself after hitting a mark by?** a. Taking a DSQ.
b. Completing a 720° turn. c. Completing a 360° turn. d. Taking a Green Flag.
- 8. Tonight we are ' Footloose and Fancy Free' because.....**
a. We are ready to dance on the top deck when the ship docks safely in port.
b. The bottom of our sail – the foot - is not properly attached and has become "footloose" causing our vessel not to sail properly.
c. We were only given one pair of sailing shoes for our year's sailing journey. Now that they are worn out, we work barefoot. (Ouch!).
- 9. Have you ever been told or told someone else to 'Pipe Down'? How did the term originate?**
- 10. The movie "Jaws" came out in 1975. Who played the marine biologist name "Hooper"?**
a. Roy Schneider. b. Peter Benchley. c. Richard Dreyfuss. d. Bradley Cooper.
e. John Travolta



MEMBER NEWS

Do You Use Amazon?

Amazon Shoppers: You can help support America's Boating Club and safe boating with every purchase! To support United States Power Squadrons, America's Boating Club, simply shop at smile.amazon.com/ch/22-1487365 or with AmazonSmile ON in the Amazon Shopping app and AmazonSmile will donate a portion of your order to us!



Look who celebrates Birthdays this January

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

- 1 Jan Eugene Zuk, P
- 4 Jan Nick Tramontano
- 6 Jan Diane M. Sciabarra, AP
- 6 Jan Bruno J. Bembi
- 7 Jan William Chuber, AP
- 16 Jan Job Mashaki
- 22 Jan P/C Daniel S. Fannon, AP
- 28 Jan Carl G. Sciabarra, AP
- 31 Jan Gary M. Mintz, AP

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

11



Dec
Wil-
liam



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:

1. D

2. D

3. A

4. A

5. B

6. C

7. C

8. B

9. This originally nautical term was used as an officer's whistle sound, denoting the completion of an above-deck work shift, and thereby giving permission to go below. This expression is now used to mean "be quiet" or keep quiet."

10. C



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