

America's Boating Club®

For Boaters, By Boaters SM



Bayside Running Lights



March

Monthly Newsletter

2021



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BAYSIDE BRIDGE OFFICERS

COMMANDER	Cdr	Gil C. Allen, SN	516-551-9883
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EDUCATION OFFICER	Lt/C	Mary Ann Jordan, SN	718-767-3683
ADMINISTRATIVE OFFICER	Lt/C	Marco Michelson,	917-771-2111
SECRETARY	Lt/C	Sharon E. Molteni, SN	718-224-2124
TREASURER	P/C	Sean P. Donohoe, SN	718-565-7952
ASSISTANT SEO	1 st Lt	James Jordan, SN	718-767-3683
ASSISTANT SECRETARY	1 st Lt	Andrea Mahee, S	718-671-1688
FLAG LIEUTENANT	P/C	Sean P. Donohoe, SN	718-565-7952
CHAPLAIN	P/C	Daniel Fannon, AP	917-544-3637

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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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 CHARTERED 14 NOVEMBER 1936

RUNNING LIGHTS

OFFICIAL PUBLICATION

Volume 69 Number 3

March 2021

Published monthly in the interest of Bayside Power Squadron, Inc.; a unit of District 3 of the United States Power Squadrons®. The opinions expressed by the editor and contributors are their own and do not necessarily reflect the policy of Bayside Power Squadron, Inc. or of the United States Power Squadrons.

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Bayside Executive / General Meeting

DATE - 22 March 2021

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

LOCATION - Virtual Meeting

CALENDAR OF EVENTS

MARCH

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

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



The Commander's Message

Cdr. Gil Allen, SN

At last, we are finally seeing a decline in the Covid-19 infection rate and hospitalizations. This is as a result of increased compliance with mask wearing and social distancing as well as the vaccination program. I hope most of you have had or have an appointment to get the vaccination. It has been, and will continue to be, an arduous task due to limited supplies of the vaccine despite the availability of many more places to go to for the vaccination. In addition, vaccination appointments are restricted to people in phases 1A and 1B besides essential workers. Due to our continuing concerns over safety from Covid-19, squadron and district functions continue to be done virtually online including boating courses.

So far, the snowfall in February has become the 8th largest amount on record for NYC. This has made it much more difficult to visit our boats, let alone get some cleaning and/or maintenance work done. Let's hope March doesn't come in "like a lion" but comes in the way it usually goes out "like a lamb." In the meantime, take advantage of the stay at home time and catch up reading boating magazines, particularly our own Bayside Running Lights newsletter. The latter always has interesting, educational, and often entertaining articles from some of our talented members.

Let us all continue to be safe and look forward to being able to get together with boating activities in the not too distant future.

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

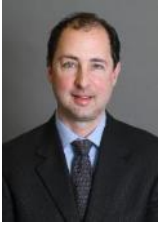
P/R/C Guy Anastasio, SN
P/C Sharon E. Molteni, SN

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

Last month, in his "From the Crow's Nest" article, Sean Donohoe indicated that one way, albeit an expensive way, to sail faster than the wind is to turn on your engine.

This surprised me as I recalled from my Power Squadron training that sailboats are generally of a displacement design. Consequently, they face a maximum hull speed, one which can be calculated by the square root of the waterline length x 1.34. For example, a 36' sloop's maximum speed is $6 \times 1.34 = \sim 8$ knots. Once you've hit that, burning more fuel won't make you any faster. Therefore, with the exception of unusually long boats, with engines on, it is highly unlikely sailors ever exceed the speed of the wind.

Beyond wishful thinking or simply being a funny joke when taken at face value, I wondered could there be something more to Sean's concept? Turns out, the simultaneous use of power and sail, while unable to help sailboats go faster than the wind, when viewed from a different perspective has profound implications. Most notably these include the ability for ships to achieve their desired speed in less expensive and more eco-friendly ways.

Using wind power to allow a reduction in engine power has long been considered for large cargo ships. But, instead of retrofitting these ships with conventional masts and sails, which would consume valuable cargo space on the ship's deck, other techniques to harness the wind's power could be utilized.

One device, known as a "rotor sail", uses a motor-powered spinning vertical cylinder to generate forward thrust. Wind, being accelerated on one side of the spinning cylinder and decelerated on the other, creates lift which helps propel the ship. The more wind, the greater the lift and less engine power needed.

Another approach involves flying a kite (similar to, but larger than a kitesurfing or paragliding kite) to pull the ship forward while the engines push it. Unlike traditional sails, kites can take advantage of more efficient high-altitude wind currents starting about 600' above the ship that are not slowed down by the surface friction created between the air and the sea.

In a typical ocean crossing, both the "rotor sail" and kite can result in an approximate 25% reduction in fuel costs and carbon emissions. While wide-spread adoption of technologies such as these should be ubiquitous, they have failed to achieve any significant use. Unfortunately, this is primarily due to the inability to appreciate either the cost-saving or pollution-eliminating benefits these devices offer.

In terms of cost-savings, ship owners who would have to make the investment in these devices generally don't pay fuel costs, the shippers do. Thus no real financial opportunity exists for the potential cost-savings these devices offer.

At the same time, in terms of pollution, the oceans have always remained relatively ungoverned. As a result, global shipping has long been one of the world's most polluting industries. With a lack of carbon emission regulations, there's no regulatory requirement for these eco-friendly devices.

Yet there might be hope, last year, the United Nations body responsible for the regulation of global shipping, the International Marine Organization (IMO), started tightening emission regulations by limiting the use of the heavy fuels currently used by cargo ships which burn 100x dirtier than marine diesel.

Hopefully now opportunities start to exist for more sensible propulsion devices.

Seth Cirker, SN-CN

Executive Officer, America's Boating Club of Bayside



Educational Officer's Report

Lt/C Mary Ann Jordan, S/N

In February, we have continued to offer educational opportunities online. A seminar on A.I.S for Boaters was held that attracted the interest of 17 people. Some of them were not available the evening that Gene Molteni hosted the event. Those who missed the session are still able to take the seminar at a later date. Aha, there is at least one advantage to virtual classes!

The Boat Handling Course has had two sessions already on Rules of the Road and Anchoring. The last two sessions will be held on Tuesday, March 2 and March 9. There are five students signed up for the course. Sean Donohoe will also be offering the ABC Class beginning March 3. So far, there is one student signed up for the course.

Hopefully, Covid-19 will be brought under control with the vaccine, mask-wearing and social distancing in 2021 and we can resume in-person education. In the meantime, I think back on books read long ago. *Everything I Need to Know I learned in Kindergarten* by Robert Fulghum (1986) has struck a note when I watch a Pre-K Zoom lesson with our grandson. One of the main goals of the Pre-K curriculum is to teach these four year olds how to function in a group, respect others and in summary learn the very things that Fulghum wrote about in his book. Clearly though, these are lessons that cannot be taught very well in a virtual environment.

I was also thinking about an even older book by Isaac Asimov, *The Naked Sun* (1957), which is part of a series in a crossover genre of science fiction and mystery. In this book, the protagonist visits a settlers' colony on a distant planet, where the population is spread out across many miles and is served by robots. The settlers can view others on a screen, but never meet, not even for propagation, which is done by artificial insemination, nor child rearing, which is handled by the robots. Asimov's world is extreme isolation, but sometimes attending a Zoom meeting, where I am not in the same room with others, I long to attend a "real" meeting I want to be in a room with other people, learning together, sharing one-on-one conversations and other inter-personal activities that cause us to value our experience in an organization such as *America's Boating Club of Bayside*.

In the last year, I have learned new skills of communicating online and I can value the convenience of not traveling to a meeting or even the ability to catch a seminar at a time that fits better into my schedule. I recognize that virtual meetings connect people across the country and even the world. Still I am looking forward to the control of COVID-19 and the opportunity to socially interact in a way I cannot do at present. So, I have been vaccinated; I wear a mask when I am with others; and I socially distance to the best of my ability—all in the hope that the future will see us back to a more normal, socially interactive life.

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



Administrative Officer's Report

Lt/C Marco Michelson, AP

Saving energy is at the forefront of every cruiser's mind. This is of particular interest when we consider the installation of power-hungry electronics and maintaining a basic level of comfort while underway.

A simple intervention that boaters have embraced in recent years was the substitution of their old energy-inefficient incandescent/halogen bulbs with the more efficient LEDs (Light-Emitting Diodes). This innovation of the 1990's, while more expensive initially, provided boaters with a light source that was often comparable in intensity, cooler, consumed 70% less energy and lasted up to five times longer than incandescent bulbs. A few new manufacturers have also entered the market with added varieties of bulb configurations that can now be retrofitted to a wider array of different fixture types.

Notwithstanding these advances, it is of note that reports have surfaced where LEDs have, on occasion, been found to interfere with communication frequencies in the VHF range, inclusive of radiotelephone, Digital Selective Calling (DSC) and Automatic Identification Systems (AIS).

This issue was first widely publicized by the United States Coast Guard (USCG; *Marine Safety Alert 13-18, August 15, 2018*), where reports had been received from crews, ship owners, inspectors, and other mariners regarding poor reception on VHF frequencies when in the vicinity of LED lighting on-board ships (e.g., navigation lights, searchlights and floodlights, interior and exterior lights, adornment) that created potential safety hazards. In one instance, the USCG noted that a maritime Rescue Coordination Center in one port was unable to contact a ship involved in a Traffic Separation Scheme incident by VHF radio and this vessel's AIS reception was also compromised. In other situations, ships have experienced degradation of radio signals (including AIS) by navigation lights; and LED lighting installed near a VHF antenna has also been shown to compound the reception problem. These problems may not be immediately apparent to the master/captain of the vessel or radio operator.

If you have experienced this problem or suspect that your LEDs may be interfering with your communication systems, the following method has been recommended by the USCG to test for this possibility: (a) turn off all LED lights; (b) tune the VHF radio to a quiet channel (e.g., Ch. 13); (c) adjust the VHF radio's squelch control until the radio outputs audio noise; (d) readjust the VHF radio's squelch control until the audio noise is quiet, only slightly above the noise threshold; (e) turn on the LED lights – if this last step causes the radio to output audio noise, then the LED light(s) have raised the noise floor [the amount of interfering signals/static received] beyond the specific signal or channel being monitored. If the noise floor was raised, then it is likely that both shipboard VHF marine radio and AIS reception are being degraded by LED lighting. If the radio does not output audio noise, then the LED lights have not raised the noise floor. A recent article on this subject published by BOATUS describes a similar methodology using a handheld VHF to test individual light fixtures (www.boatus.com; February 2019).

The USCG has requested that those experiencing problems report their experiences to the Coast Guard Navigation Center (<https://www.navcen.uscg.gov>), under "Marine Telecommunications" and indicate the make and model of the LED lighting, radios affected, distance from lighting to antennas and any other information that might help with understanding the scope of the problem.

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



Selling Safety to the Novice Boater

This afternoon, I spent some time here by the Hudson River by the Yacht Club near my home in New Hamburg to watch the ice floes dance in the tide as they collide and break apart the sheets of frozen water from the past two months. Maybe it was the joy of having my first Covid vaccine shot today that, with the resurfacing of my beloved river from winter towards spring, afforded a real sense of hope that has been hard to come by these past twelve months, and the promise that this icy landscape will soon look like the photo below in the green and warmth of spring as the Yacht Club puts its docks and members' boats back in the water for a (hopefully) full season on the water.



The kinder weather will also bring some Club members and people at the local marina just down the block to their first ever experience in boating -- new boats, new boaters, but unfortunately few (if any) of them will be prepared or trained for what lies ahead on the river or the extended waterways of New York.

Continued on next page



From the Safety Officer

Lt/C Daniel S. Fannon, AP

From what I can gather by the two neighbors over the past several years who bought and launched out into the Hudson completely ill-prepared, is that boat salesmen are very adept at convincing buyers of the false idea that driving a boat is like driving a car, and with an hour or so of showing “how it works”, the new boater is sent on his merry way. Combine that with YouTube and internet instruction videos, and many new boaters believe that have all they need to have a great time on the water; a great time, that is until a summer squall rises from nowhere and their shiny boat breaches with everyone onboard tossed around like they were in a Lettuce Spinner!

The sad part is that America’s Boating Club has ALL the resources to help these people – online courses, videos, meetings & membership, in-person consultations and vessel safety checks, but the problem is how to bridge the gap between us ABC members and the new-boating public. How to convince a new boater that she needs help, and that to truly enjoy their new adventure, he needs to be educated on at least the basics. The water is no place for the willfully ignorant, yet any Sunday afternoon in that riot of a water-version Times Square gone mad on the Sound between Execution Rocks and Kings Point shows that there are more unschooled people at the helm than Heaven ought to allow.

Flyers, posters, personal invitations – all ways to reach our newbies, but from my experience, it isn’t working. I’ve tried most of that here and have been met with indifference. It’s easy to say, “*you can lead a horse to water, but you can’t make him drink*” and be done with it, but we need to remember that these ‘horses’ share the waterways with us, which puts our own safety at risk. I really don’t have any good answers about this, but with all the talent at Bayside, I ask that you think about this issue and what novel ways we might be able to reach and educate new boaters. Please send me your thoughts at dan@dsfannon.com and I’ll compile a list for later discussion. There’s got to be a way. I just need your help in finding it.

In the meantime, let’s be grateful for the coming spring, the hopeful slowing of Covid, and that we have our wonderful Bayside friends and the chance to learn and grow together so that....

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. Donahoe, SN

It's raining and sleeting and there is snow on the ground – it must be March. I used to be able to tell it was March because it was when everyone was wearing green and they were removing the shrink wrap from their boats. Now they have to leave the shrink wrap on to protect the boats from the rotten weather. I guess everyone has to wait until May 2022. I thought March was supposed to come in like a lion, not like a herd of elephants. Now for the million-dollar question – should I put away my shovel and ice melt? You know as soon as I do, we're going to get hit with another storm. I'll just wait until May to be on the safe side.

Last month was the virtual Annual Meeting. Needless to say, there were a few glitches but overall, it went smoothly. It can never replace in person meetings, but I have to admit, I found myself going to more meetings virtually than I would have in person. I think the reason for that might have to do with the location. Ponte Vedra, Florida versus New York City. One is bright and sunny and warm and the other is a frozen tundra. Needless to say, I have no where to go when there are mountains of snow everywhere I go and my bicycle is not equipped with all-wheel drive. Maybe the national meetings committee should consider Alaska for the annual meeting since there would be nothing to do but go to a meeting. I wonder if Tom and Ann Peltier would drive to that meeting. Speaking of which, congratulations to Ann Peltier of the Oyster Bay Sail and Power Squadron who won the Chapman Award for Excellence in Teaching. She was the perfect representative for District 3. At the Co-Op Charting meeting, I learned about an app that many of you might find helpful. It's called Nearest Light and it tells what aids are in the vicinity of your location. There is also a website you can check out that will tell you what marinas are in your area if you need supplies or fuel or other amenities and a whole lot of other information. That website is www.cruisersnet.net.

On the education front, last month, Gene Molteni conducted an AIS Seminar. I'm sure you all know that AIS stands for Automatic Identification System. It's a system that tells one vessel a lot about another vessel. It's kind of like what people do on social media only AIS is more valuable and useful. If you have AIS, it will tell other vessel operators what type of vessel you have, the vessel name, your heading, how fast you are going and will alert vessels if there is a risk of collision. All I get from social media is a picture of what people are having for dinner and how someone feels about someone else and they are usually talking about me. Wouldn't it be nice if fish came with an AIS? It would tell me where they are, what direction they are heading and what type of fish they are so I can use the right bait. We could call it the Fish Identification System Helper – also known as F.I.S.H.. According to an old Irish Proverb, a trout in the pot is better than a salmon in the sea. At this point, I'll take any fish in a pot kind of like any port in a storm. I don't know if you noticed, but I am very easy to please.

Speaking of fish, I think I may have stumbled (and no I have not been drinking) onto my problem with catching a fish. Maybe I should start drinking and possibly I will stumble onto the solution. If only it were that simple. The problem may lie in my ancestral land of Ireland. Located in County Roscommon, Ireland, is the River Boyle. I read that you are wasting your time trying to catch fish in that river because according to legend, St. Patrick once fell into the river and cursed it on the spot. The fishing has been bad ever since. My problem is that Roscommon is where my father is from and my middle name is Patrick. Is this the Irish curse people are telling me about? By the way, the River Boyle is not far from the River Suck (actual river) also in Roscommon. I wonder how the fishing is in that river. I think we need to rethink the term Luck of the Irish.

As you already know, tis the month of St. Patrick, so I will wish everyone a happy St. Patrick's Day and leave you with an Irish toast. May you have the hindsight to know where you've been and the foresight to know where you're going and the insight to know when you're going too far.

Slán Abhaile, Sean



The Bayside Buzz

P/C Sharon E. Molteni, SN

March is another very busy month for America's Boating Club of Bayside. We just finished the America's Boating Club/USPS 2020 Virtual Annual Meeting. It was both an enlightening and fun event. They planned to showcase all the meetings which was quite a feat. In order to cover everything in a time slot covering the East and West Coasts, it ran for two weeks. Bravo!

Our District 3 Spring Conference will be held Virtually on March 12th. Details re log on will be forthcoming.

Our Next General Membership Meeting/Annual Meeting will be held Monday, March 22nd Virtually. Our program/speaker has not been finalized but we expect it will be as exciting and informative as our meetings have continued to be. Thanks to Dr. Susan Blank for her presentation in February and to the many presenters this year: Dr. Marco Michelson, John Sassone, David Yagerman, Seth Cirker, Gene Molteni and Cdr Gil Allen.

Mark Your Calendar.

Memorial Service: The District 3 Virtual Memorial Service will be held April 11, 2021. Details will be provided shortly.

GOOD & WELFARE

NEW ARRIVAL - We were delighted to hear the wonderful news from Bob Lightbourne that Annette and he became Grandparents for the third time. Eva Isabel arrived at 8 lbs 1 oz. The Proud parents are Caroline and Sven. All are doing well.

CONGRATULATIONS!

Some good news, in the midst of the Pandemic, is a blessing. Unfortunately, we heard that Frank Welby spent some time in the hospital but is home now which is good to hear.

Best Regards,
Sharon Molteni
718-224-2124



AMERICA'S BOATING CLUB[®]
of Bayside

Are You Legal ?

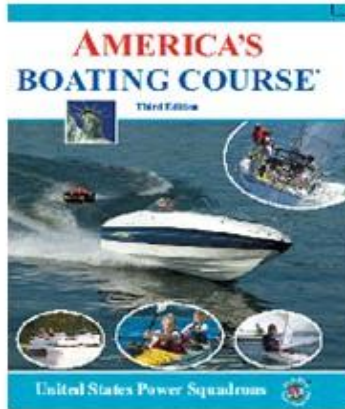
New York State Law Now Requires
Boating Safety Certificates if
Born after Jan 1, 1993

Boat Education

General information
about boats & personal
watercraft and their
maintenance

Boating laws & regulations

Laws and regulations that
you must follow



Boat Safety

How to make your boat
safer & more
comfortable

Custom-Tailored

Includes specific
instruction on New York
State required material

America's Boating Course is a complete Boating Safety Certificate program covering the basics of recreational boating. This National Association of State Boating Law Administrators (NASBLA) approved course is designed for boaters using all types of watercraft.

Approximately 5 virtual sessions

7:30 PM Wednesday evenings starting March 3rd

Course fee: \$60

RSVP REQUIRED – contact Sean Donohoe (718) 565-0021
padraic95@aol.com

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

(answers found on page 18.....No Cheating)

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

21. Today the "Bitter End" term is used to describe a final, painful, or disastrous conclusion (unpleasant as it may be). Where was it used originally? a. The last part of a rope or final link of chain which is attached to the vessel, as opposed to the "working end" attached to an anchor, cleat, other vessel, etc. b. Term for the last person to exit a sinking ship c. Last of the bootlegged alcohol to remain on ships after docking, poured over-board.
22. Last February we viewed the movie Wind at ABCs Movie Night. It is the story of Will Parker, who loses the America's Cup to the Australians, then struggles to regain it. What is the name of the boat he pilots to win the cup back for the USA? a. Platypus b. Radiance c. Geronimo. d. Boomerang. e. Wave Rider
23. How much horsepower might you find on a so-called "go-fast" or "cigarette" boat? More than a. 200 horsepower b. 500 horsepower. c. 1,000 horsepower
24. Today the term "Doldrum" is used to describe someone being in low spirits, stagnating, or depressed. What is its nautical origin? a. Time of day on board ship when the crew took a breather to drum and pray to King Titan b. The area of the ocean known to have windless waters where vessels can be stranded c. A phrase in a song first chanted aboard the 'Essex' during the War of 1812 The crew sang it for good luck in the movie "Wind" we watched in February.
25. We have all heard the idiom to 'mind one's P's and Q's What is the maritime origin? (Hint: think alcohol).
26. SpongeBob SquarePants lives in a pineapple in the city of Bikini Bottom in the Pacific Ocean. What is the name of his best friend? a. Fredrick. b. Squidward c. Patrick. d. Gary
27. How do you raise the drawbridge over the cut? Three short blasts. b. Three long blasts. c. One short and one long. d. One long and one short.
28. Which scale on the chart uses the equator as its base position? Longitude b. Latitude c. The mileage scale d. The compass rose
29. You're approaching a major harbor late at night and you see from the chart that you're in a "traffic separation zone." Is your pleasure-boat allowed there? a. No. Only commercial vessels are allowed in separation zones. b. Yes, But you must stay out of the one-way lanes on either side of it. c. Yes, but only while you are transiting the area and be alert for commercial traffic. d. Yes, but you must transmit a 'security call' every half-hour.



Look who celebrates Birthdays this March

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

- 4 March P/Lt/C Stephanie M. Klem, S
- 9 March P/C Thomas Markunas, AP
- 12 March P/C Edith Holmer, AP
- 16 March Denise Fetonte, S
- 17 March Mary Ann Jordan, N
- 17 March David C. Sonowski, P
- 18 March Robert Vitiallo
- 21 March Steve Eftimades, AP
- 24 March Dean Verola

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).



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



21. A

22. C

23. C

24. B

25. Sailors would get credit at the taverns in port until they were paid. The barman would keep a record of their drinks on a chalkboard behind the bar. A mark was made under "P" for pint or "Q" for quart. On payday, the sailors were liable for each mark next to his name, and forced to "mind his P's and Q's." Today the term means to remain well behaved.

26. C

27. D

28. B

29. C



Important Links

United States Power Squadrons® website	www.usps.org
United States Power Squadrons® - Public Website	americasboatingclub.org/
United States Power Squadrons® - Digital Media Library	uspsdml.org/
Bayside Power Squadron website	www.bpsqd.org
USPS District 3 website	www.usps.org/d3
Bayside Power Squadron Facebook Page	www.facebook.com/baysidepowersquadron





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www.bpsqd.org

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