

America's Boating Club®

For Boaters, By Boaters SM



Bayside Running Lights



February

Monthly Newsletter

2022



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Thank you for your support!

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.

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Mary Molfetta
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Flushing, NY 11355-5316

Checks made payable to: Bayside Power Squadron, Inc

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



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Bayside General Membership Meeting

DATE - 28 February 2022

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

LOCATION - Virtual Meeting

CALENDAR OF EVENTS

February

20—27 ABC Annual Meeting
(Ponte Vedra, FL)

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

March

9 America's Boating Course Begins
(Virtual - flier on page 15)

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



The Commander's Message

Cdr. Seth Cirker, SN

A couple of weeks ago, myself and about a half dozen other Bayside members attended the District 3 Orientation Meeting. For those unfamiliar, this is an annual meeting in which district officers provide pointers to the new incoming squadron officers. As I've attended past orientation meetings as Squadron Educational Officer, Administrative Officer, Executive Officer and Commander, I wasn't anticipating much more than the opportunity to meet fellow squadron officers.

To my surprise, during the presentations, a slide stood out to me which described America's Boating Club as "an educational organization that teaches safe boating, boat handling, navigation, and various other courses." While likely not catching the attention of many others, as this language stems directly from the United States Power Squadrons mission statement, it did make me wonder. Is this still the essence of who we are? And, more importantly, is this truly what today's boaters are looking for?

For most boaters, such as those day cruising local waters or fishing, casual boating is not seen as particularly dangerous or difficult. This presumption is supported by boating professionals like manufacturer representatives and dealers affirming how easy to use and safe boats are. Far from just a sales pitch, obvious advances in technology over the years, both in terms of boat building and navigational equipment, have eliminated many of the safety concerns and challenges yesterday's boaters faced.

At the same time, boating education requirements that didn't exist in the past do today. The governing body, the National Association of State Boating Law Administrators, requires only 8 hours of online training to operate a boat. Recognizing such, I further wondered, while some boaters appreciate our vast educational offerings which exceed current requirements, might an organization first and foremost focused on nonessential boating courses be seen as "not for me" by others?

With that in mind, perhaps it's time we take a closer look at our mission and how we plan to achieve it. Maybe a little less emphasis on the Power Squadrons of the past and more on America's Boating Club today? For example, instead of comprehensive, multi-session courses, would task-specific, straight to the point training sessions such as how to perform regular maintenance on your outboard motor be better aligned with boating education expectations today and thus appeal to more boaters?

At last month's general meeting we had a great discussion surrounding our educational offerings. It was determined, mostly due to convenience, that our members desired virtual classes with supplementary in-person sessions as needed to help perfect tasks such as using chart plotting tools.

Now that we know how to best deliver our offerings, this month, let's trade ideas on what we should offer that will be most desired and meaningful to today's boaters.

Bring your thoughts to our February 28th General Meeting.

Seth Cirker, SN-CN

Commander, America's Boating Club of Bayside



Executive Officer's Report

Lt/C Marco Michelson, AP

“And of every living thing of all flesh, two of every *sort* shalt thou bring into the ark, to keep *them* alive with thee; they shall be male and female.” - *Genesis 6:19 (King James Version)*

Noah's journey, apart from its allegorical significance, can easily be considered the most remarkable description of the beginning of human experience with animals on boats. This experience has since encompassed centuries of maritime tradition during which ships have carried all kinds of animals – some, such as horses and mules crossed the sea to assist in battle; livestock were routinely brought on-board to sustain the crew during long voyages; a variety of animals, such as dogs, cats, parrots, ferrets and monkeys were kept as companions; and, of course, unwelcome passengers, such as rats, termites and shipworms also made their mark on the seafaring industry. Countless other species of animals, encountered over long sea voyages, including seabirds, dolphins, seals, and whales have also enlivened the passages of ships journals.

In the modern era, particularly in local waters, such discussions more commonly revolve around the adoption of dogs and cats as primary crewmates. Indeed, a number of these four-legged crew have, over the years, also been bestowed with specific honors related to their service on-board their respective vessels – according to Patricia Sullivan, the founder and curator of the online Museum of Maritime Pets, Simon, the first cat to be honored in such a manner, served on the British Royal Navy sloop HMS *Amethyst*, and was awarded the prestigious Dickin Medal by the People's Dispensary for Sick Animals, a British veterinary charity, for surviving injuries, killing off a rat infestation and raising the crew's morale while the ship was trapped for three months on the Yangtze River, after being attacked by the People's Liberation Army during the Chinese Civil War, in 1949; In the United States, Sinbad, a mixed-breed dog that served on the 327-foot USCG vessel *Campbell* that defended American convoys during World War II, was awarded six service medals during his seven years aboard this vessel. A granite monument is displayed in Sinbad's honor at the base of the flagpole at Barnegat Light Station, in New Jersey[§].

So, regardless of whether you choose to bring your four-legged crewmate for a boat ride in an official capacity or simply to share in the relaxation of being on the water, it is important to remember that, like your human guests, the principles of boating safety apply equally to your non-human shipmates, as well! The following are some basic principles to consider in making your boat pet-friendly^{*}:

Continued on next page



Executive Officer's Report

Lt/C Marco Michelson, AP

Assume your pet will want to investigate interesting smells or moving parts and might be fearful of unusual sounds – protect your pet from toxic chemicals and machinery and expect that your pet, particularly a small one, may want to find a suitable hiding place (if you haven't already created one); Taking along some familiar toys or blankets may make the adjustment to your boat go more smoothly;

Plan for "bio-breaks"; your cat will need to have a litterbox secured somewhere on the boat where the litter will not gain access to the bilge and potentially clog the bilge pump (the clumping kind of litter is considered to be best for this application); if your dog is "toilet-trained", the appropriate set-up (be it newspapers or a synthetic grass lined dog-toilet) will have to be set-up in a specific area, particularly for longer trips. On shorter daytrips, many dog owners use the dinghy to take their dogs for a brief shore-leave to take care of business;

Make certain that you carry sufficient supplies to contain any waste until you return to shore for appropriate disposal (remember to comply with Maritime Pollution [MARPOL] regulations!);

Carry an ample supply of towels for drying off your pet after they take a swim;

Take time to acclimate your pet to your boat, preferably on more than one occasion, before your anticipated departure;

PFD's; yes, Personal Flotation Devices are required for people and "Pet Flotation Devices" are a critical consideration for each of your on-board pets. As part of your acclimation routine, your pet should become accustomed to wearing a properly fitted PFD prior to your trip – this may require a gradual period of acclimation at home. It might be easier to convince your dog to wear this device than your cat, who might have a more finicky personality – nonetheless, one needs to consider the consequences of your pet falling overboard; a PFD with a built-in handle between the shoulder blades make rescue much easier; for larger pets, consider your own physical ability to haul your pet back into the boat and, if necessary, rig any necessary assistive devices that might help you in such efforts (both for rescue as well as for routine boarding and disembarkation); carrying a fishing net that can be secured to the side of the boat may be helpful in assisting with rescue efforts;

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Executive Officer's Report

Lt/C Marco Michelson, AP

Of course, be mindful of food and water requirements while on the water – these may be greater than you normally account for while your pet is on land; dehydration and heat stroke are conditions that affect both people and pets;

Make certain that there is a way to safely secure your pet once you are underway and when coming into port (to avoid your dog or cat making a quick getaway!);

Properly stow any potentially dangerous gear (e.g., fish hooks) to avoid pet accidents;

Be mindful of hot decks that can burn paw pads and slippery decks that can precipitate injury and/or a Pet Overboard situation;

Talk to your veterinarian about the proper use of sunscreen and items to maintain in your first aid kit to manage pet injuries and illnesses while underway – like humans, pets can also get sunburned and can get seasick;

Make certain that proper paperwork is maintained if you anticipate crossing state or national boundaries; make certain your pet is properly identified on its collar or via a microchip in the event your pet gets lost in an unfamiliar port

In conclusion, while there are many benefits associated with boating with your pet, including extending the quality time you spend with your pet, connecting with like-minded boaters and even boat security, the success of this adventure requires being ever mindful of how your pet is adjusting to the experience - like people, some pets will enjoy it as much as you do and adapt quickly to the new environment while others may prefer to simply greet you at the door when you come home!

Fair Winds!

Marco K Michelson, AP

Squadron Executive Officer

§Vittoria Traverso "The Little-Known History of Seafaring Pets" 17 January 2018. Atlas Obscura

¥Eleanor Duse "Boating With Your Pets 101" 2 February 2009. HowStuffWorks.com. <<https://animals.howstuffworks.com/pets/pet-travel/boating-with-your-pet.htm>> 28 January 2022

*Dedicated to the memory of Millicent Fannon and to all our departed four-legged family members -
The memories of their companionship and unconditional love will live-on forever in our hearts*



Educational Officer's Report

Lt/C Mary Ann Jordan,

Bayside is currently conducting a Marine Navigation course for 25 enrollees. So far all sessions have been virtual because of the pandemic. We are hoping to hold in-person sessions to assist students with plotting and labeling the practice cruise. On March 9, the ABC course will start and run for 5 sessions including the written exam. The plan right now is to conduct it virtually. Going forward, Bayside has decisions to make about what courses will be offered, how they will be taught and what role these classes have in promoting membership in USPS.

The US Power Squadrons has undergone many changes during its years of operation. Starting in 1914, before World War I, its main purpose was to mobilize a force that could be used to protect the coast of the United States during the war. Its allied purpose was to allow boaters, who for one reason or another could not join the Armed Services, to have a role in the defense of our country and to be recognized as defenders of the United States. In fact, USPS did an admirable job in protecting our waters. Hence the many military trappings that remain part of USPS, uniforms, rank, and ceremony, and which are recognized in the original name of the organization. By the way, independent Yacht Clubs seem to share in this heritage with uniforms and military rank bestowed on the members of their Bridge.

Once USPS was no longer actively engaged in defending the US coast, its focus became boating and safety education. It was known for the depth and breadth of its courses. With the growth of the internet, the possibilities of online education grew. Courses were available to all with no geographical limitations and could be viewed at any time from the national website. The pandemic caused virtual courses to become the standard.

As our commander, Seth Cirker, points out USPS has in the 21st century taken on a new name, *America's Boating Club* and, to some extent, a new identity. The social role of this organization has always been important to its members, but now it seemed important to spotlight that aspect. It appeared that some squadrons were heavily involved in social activities with less time and attention spent on educational courses, while other squadrons continued to successfully teach courses, but were having more difficulty holding well attended social events. Other signs of an emphasis on person to person interaction are: The On-the-Water courses leading to a Boat Operator certificate, where students study in person and take an on-the-water test given by the instructors; the incorporation of on-the-water sessions into what were once classroom only courses such as Marine Navigation; the performance of vessel safety checks; and, finally, the mentoring program, where experienced boaters in a squadron arrange to sail with new members in order to help them out with a skill or feature of their boat that has been causing them difficulty. In spite of these efforts promoting person to person interaction, membership in USPS has dropped.

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Educational Officer's Report

Lt/C Mary Ann Jordan,

The National Organization of USPS has taken on a greater role in education. It does not only provide curriculum and materials for courses, but it now holds courses on its website. These courses are available online to be taken at anytime. The need for virtual courses has grown during the pandemic, making them even more popular. These courses, however, do not often translate into an allegiance with a particular squadron or continued membership in the national organization.

The fact that membership is declining throughout the country leads us to reconsider what courses to offer and in what format, virtual or in-person. The suggestion to offer, online or in-person, brief seminars with a narrow focus may be one way to go. However, last October, we did offer a choice of 7 seminars to be presented during the Fall and Winter. but we had no takers. We also included a list of 7 more seminars that could given, but no one expressed interest. In fact it was only when we | offered Boat Handling, the replacement for Seamanship, which includes five seminars and concludes with a written exam, that we were able to register students. This winter we are offering Marine Navigation, formerly Piloting) and have 25 people, many of them new to USPS, taking the course. This course, which will run at least 8 sessions, is a combination of virtual and in-person. It seems as if the evidence of what is more popular, seminars or more lengthy courses is not clear. We will need to keep an open mind and offer a number of different options. Also we will have to monitor how many students taking online courses with no connection to a squadron remain members over time.

These are important issues for the future of USPS and need your input. Please do attend the February 28 general meeting so that you can weigh in on this important matter.

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



Administrative Officer's Report

Lt/C Suzanne Zenkewich, P

The Boat Shows Are Coming...
Boston or Miami? Plan Now.

It finally looks like things are opening up! Where we are right now, in central Florida, everything is open and we're seeing less and less masks and more and more people in restaurants and theaters as the numbers are coming down.

Boat shows and water sport shows are also opening up. The New York Boat Show was held January 26 to January 30.

In the next few months, the New England Boat Show is happening in Boston from February 16 to February 20. The Central New York Boat Show in Syracuse is scheduled from February 17 to February 20. The Niagara Fishing & Outdoor Expo is also being held February 17 to February 20 in Niagara Falls. (By the way, Niagara Falls in the winter is magical!) and the World Fishing Expo is being held March 2 to March 5 in Suffern, New York.'

If you're looking to travel, the Miami Boat Show and the Strictly Sail Miami Boat Show are being held February 16 to February 20. The Annapolis Spring

Sailboat Show is being held April 29 to May 1.

And the Wooden Boat Show is being held at the Mystic Seaport Museum in Mystic, Connecticut from June 24 to June 26. This would be a great idea for a squadron day trip!

So, dream of warmer days and enjoy looking forward to sailing season. Stay warm and take some online classes in the meantime to hone up your skills.

 <p>New England Boat Show February 16-20, 2022 Boston Convention Center</p> <p>On Display: DUFOUR: 390 GL Dufour's Best selling Performance Cruiser</p> <p>FOUNTAINE PAJOT CATAMARANS: Sorry Cats can't fit in the building! But check out our booth #929 for Videos, Brochures, Options & Pricing Ask about Charter Business Programs</p>	 <p>Miami Boat Show February 16-20, 2022 Marine Stadium, Virginia Cay</p> <p>On Display: DUFOUR: 390 GL 470 GL NEW! 530 GL</p> <p>FOUNTAINE PAJOT: Isla 40 Astrea 42 Elba 45</p>
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From the Safety Officer

Lt/C Daniel S. Fannon, AP



Boating Safety in a Time of Change

If there ever was someone you could rely on to keep your mind centered on matters of boating safety, it was Harry Kemp. Besides his years of experience on the water and his willingness to share what he had come to learn, Harry believed deeply in safety, and he knew how crucial it was to keep the Squadron focused on an area that we all too easily want to ignore. Harry died in February 2011; an enormous loss to Bayside and the national USPS. For newer members who never met him, know that Harry's last great mission at Bayside was as Safety Officer, and his signature ending to each month's newsletter article spoke to the character and humor of the man; that wonderful, *"I have spoken, Harry"*.

I assumed stewardship as your Safety Officer in March of 2011. The cap I have worn for these past eleven years belongs to Harry as much as to me, as the issues I have brought to everyone's attention in over 110 safety *Running Lights* articles are the same ones that Harry reminded us during his years at the helm.

Harry has been much on my mind as Bayside now begins serious debate as to how and where and what our education objectives and structure are to be. What do we teach, and how and where do we teach it? What is virtual and what is actual? Important and necessary questions that, as your long-standing Safety Officer, I strongly advise require us to concentrate on several essential points that need to be in the forefront of our decision making, and to which I am sure Harry would agree.

Are we primarily to be a social organization or an educational organization?

I think I made my position clear (or rather my admitted distain) a few years ago when National trotted out their plans to obliterate USPS traditions and level the ABC to become a boating social club. If squadrons in other areas of the country want to define themselves by how many clam bakes or *Beach Blanket Bingo Goes Bananas Parties* they can mount in a year, I say, God, bless! Do as you please. But as for Bayside, we have had and should continue to have both a wondrous and loving gathering of members just for the great joy of being together (like our Holiday Party and summer Rendezvous), as well as a reasonable complement of effective educational offerings to meet the needs and interests of both the causal and the advanced boater. In other words, the choice between social and education is a false one.

Boating Safety must continue to define and be at the core of all of our courses and education

The wonders of being on the water and the dangers of being on the water are inseperable as that sweet beam reach on the Sound can turn to a struggle for survival against a hard summer squall in a moment's notice. We learn chart plotting not just for its own sake, but so that we can *safely* get from point A to point B. Since, in every area of our education, safety is the base premise built in to the mechanics and purpose of all our courses, as we restructure to meet new needs and different types of boaters, the first question must be are we clearly teaching **safety** to these people.

Continued on next page



From the Safety Officer

Lt/C Daniel S. Fannon, AP

Since it is true that much of boating has changed from long-distance cruising and gunkholing to a day on the water in the family Bow Rider, we need to build courses (probably short and compact) to additionally address the specific safety issues of this new group of boaters. That said, those safety issues for the Bow Riders are really no different than what we have been preaching for years. Wearing a PFD while in the front seat of a 225 Stingray speeding along at 30 knots is the same and as important (and perhaps more so) as wearing one at the helm of a sailboat at 6 knots. My point is that in reworking our courses, we don't have to reinvent the wheel. The established lists of safety issues and practical responses we have developed since 1914 are the same ones we can and must apply to our new teachings. We can say them differently, present them in more up-to-date formats, but the content remains what it has always been.

We can teach virtually, but what we teach will forever be literal

As much as we humans tend to believe that our generation is the brightest and newest version of just about everything, the truth is nothing really changes all that much in terms of substance. Expression and means of expression evolve all the time, but one of life's great lessons is that we need to revisit and be reminded of unchangeable basics over and over. We live in an era when virtual and actual can seem to be the same thing. They aren't. Metaverse isn't the Universe. In music, the key of G major has one sharp – F#. So, whether you play a Beethoven Sonata in G on an 1850 Steinway grand in Carnegie Hall or on a 2022 Yamaha digital piano on YouTube, you still play that F#. Adding numbers in pencil on paper vs. using a calculator may necessitate different skills, but in fact, the end result, the content of $2 + 2$ equaling 4 is the same.

We are fortunate to have many effective, virtual tools that we will and must use in our courses, but let's never forget that what we are teaching is actual, and actual necessitates in-person contact teaching as well. Leaving the dock when there's a strong wind pushing your boat against that dock isn't a virtual situation – it is a real world, literal problem which means that HOW we teach may be changing, but WHERE and WHAT we are teaching remains remarkably the same even though it may appear to be different in terms of format.

If you've gotten this far in my long-winded ramblings, I thank you for your patience!! but I hope these suggestions and perspectives will be of help as we move Bayside forward into new beginnings. I think that will be exciting, and my guess is that even a very traditional Harry Kemp would most likely agree. *"I have spoken, DAN"*.



From the Crow's Nest

Lt/C Sean P. Donohoe, SN

Happy New Year again. This is not about Ground Hog Day; this is about the Chinese New Year. Under the Chinese calendar, this is the year of the Tiger and not just any tiger. Ironically, it is the year of the water tiger. Here in America, the lion is the king of beasts, but in China, the tiger is considered the king of beasts and it symbolizes strength and bravery, which is what we need right now. Maybe we can make this year's theme song, *Eye of the Tiger* by Survivor. The first line of the song is "Rising up, back on the street." Maybe it would inspire people to go out again and meet face to face. And I mean face to face, not mask to mask. I think we have reached the point where we can leave the masks to the surgeons and the bank robbers. Although, I saw a news report on *The 10 O'Clock News* on channel 5 on Friday January 14, 2022, that may prove me wrong. It was reported that a study showed that masks increase attractiveness and supposedly, men with masks were considered more attractive than men without masks. I'm sure many men will find this information helpful this Valentine's Day. Furthermore, men who wore the blue surgical mask were ranked the most attractive. Needless to say, I plan to buy a thousand blue surgical masks. The question is, will it make me look like a surgeon or a bank robber?

At this point, I'm going to go a little off topic because I want to share a story with everyone as a warning. I say a little off topic because it has to do with a wetsuit, which involves the water and that is as humorous as this story gets. Anyway, I was trying to sell my wetsuit on Craig's List last month. I haven't gone scuba diving in a while and it is a 7mm wetsuit for colder waters and being spoiled, I would rather scuba dive in the Caribbean anyway – warmer water and better visibility. On the same day that I posted the sale, someone contacted me via text message offering to buy it at the asking price of \$200. He even offered me an extra \$50 to hold it because he had to make arrangements to have it picked up. I was holding it anyway but if he wants to give me extra 50 bucks, I said fine. And that's when it got strange. After the initial text message, we communicated by e-mail. When he replied to my e-mails, he never used my name and he started a new e-mail instead of replying to my e-mail. On top of that, he was using four different e-mails to communicate with me. He wrote that he would mail me a certified check and as soon as I get it, I should deposit it right away and it would clear within 24 hours. He sent it priority mail which had a tracking number, so he knew when it arrived at my house. I received the check but it was for \$1,880, not \$250, with instructions on how to deposit the check and that I had to send him a text when the check was deposited with a copy of the deposit receipt. I was told that the extra money was for the movers when they came to pick up the wetsuit. Who would pay \$1630 to deliver a \$200 wetsuit? And that's when I knew for sure that this was a scam. The area code of the phone number that he texted me from was in California. From one of his e-mails, it would appear that he was in Florida. The return address on the envelope that the check came in was in New Jersey and the check came from a bank in Minnesota. Four different e-mails, four different locations and three different phone numbers, with California area codes. I sent him e-mails and a text telling him that the deal was off and I asked him what address to use to send the check back to him and he never responded. I called the bank in Minnesota and I was told that there were not enough funds in the account to cover the check and the bank had many problems with the business that was associated with that account. I sold my boat on Craig's List back in 2009 within a week with absolutely no problems. I can't believe this happened for a stupid \$200 wetsuit. Needless to say, think twice before using Craig's List. In the future, when I want to sell something, I will just go to a dark alley and sell it on the black market – it will probably be much safer.

Even though it is winter and not much fishing is going on (unless you go ice fishing), I still have a fish story. As you know, fishing in warm weather is a waste of time for me, so there is no chance of me fishing in cold weather. Either way, it is risky to my health. In the summer, I risk getting a sunburn and skin cancer and in the winter, I risk getting hypothermia and frostbite. Ironically, I will never get a fish bite. That being said, I think I found a way for me to catch a fish and never leave the comforts of my home. I came up with this solution when I read an article in the New York Post on January 6, 2022. After a man broke up with his girlfriend, the girlfriend decided to punish him by stuffing a fish in his mail slot every day. I've heard of a wine of the month club, but a fish of the day club is just as good. Now I just have to find a woman who is willing to date me for a few weeks so I can break up with her. I will definitely wear my blue surgical mask to increase my attractiveness. I just hope after the break-up, she will take requests as to what type of fish I want stuffed in my mail slot. Right now, I have a craving for stuffed flounder. I'll have to get a bigger slot for lobster night. On that note, I say Happy Valentine's Day and stay safe!

Slán Abhaile, Sean



The Bayside Buzz

P/C Sharon E. Molteni, SN

February is the month of many holidays. Probably because people are staying home and keeping warm. Some of us will attend the National Annual Meeting in Ponte Vedra, FL this month. That will be a nice break from the winter blues.

We have spent the last 2 years attending virtual Squadron Meetings, District Conferences as well as National Conferences. In the next few months, we will continue with virtual venues but, when available, we'll meet in person. We are being flexible in order to accommodate our membership and its needs.

What's on the agenda?

The Marine Navigation Course continues.

National Annual Meeting (Feb 23 - 26th) Ponte Vedra, Florida. **Details on-line.**

General Membership Meeting -Monday, February 28 (Virtual). **Program TBA.**

Mark your calendar. More details later.

America's Boating Course - Starts Wednesday March 9th. Details about the course and signing up are on Page . **Let your friends know...**

CONGRATULATIONS

We are delighted to report that two of our members have been awarded Life Membership by earning 25 Merit Marks. This means they have each served the club through various jobs but could only earn one Merit Mark per year.

Thank you to P/C Gil Allen, SN and Lt Maureen Biglin, P for their 25 Years of service to Bayside Power Squadron.

WELCOME OUR NEW MEMBERS

David Abrahams
Rebeca Chan
Patrice English-Young
Howard Greenberg
Rich Hellenbrecht
Neill Jordan

Greg Klimaytis
David Reitman
George Rexing
Emanuel Saks
Steve Shrifter
Velimir Kovacevic

GOOD & WELFARE

We are very sorry to report the passing of Gary Mintz, AP on January 14th after a long illness. A Memorial Service will be held at a future date.



AMERICA'S BOATING CLUB[®]
of Bayside

Are You Legal ?

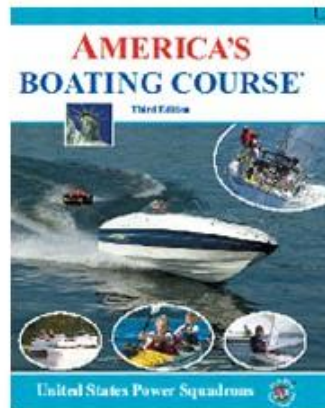
New York State Law Now Requires Boating Safety Certificates if Born after Jan 1, 1988

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 Thursday evenings starting March 9th

Course fee: \$60

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

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



Look who celebrates Birthdays this February

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

- 1 Feb Arthur Starr
- 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 Kuczkows
- 21 Feb Richard Belli
- 24 Feb Christopher Janos
- 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 Memory of Richard
(Dick) Cooper
Great Neck Power Sqd
David & Susan Cooper*

**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



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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