



The Blinker of the North Shore Yacht Club

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From the Editor

There is a lot to celebrate this Independence Day. Most of us are fortunate enough to be enjoying the long weekend on the water, and maybe even taking an extended cruise. We always have hotdogs with Oreos and milk on the 4th and reminisce about our first cruising 4TH back in 1998 with our Catalina 25. It was a daunting trip to the Connecticut River, where we battled the current with our outboard only to spend the evening aground near Hamburg Cove. To make it more unsettling, a fantastic storm swept through with lightening overhead, instead of fire-works. That was what inspired the Oreos and milk – we needed comfort food.

Since then, every 4th has been better and better. Here's hoping you have a great 4th as well. Take time to enjoy this issue of the Blinker as many members contributed interesting articles.

....Editor, 'the Nautical Mom'

INTO THE WIND!

*Our sloop is like a weather vane because where'er it goes
No matter what the compass course, the wind is on our nose.
Up the Sound or down the Sound, it really is uncanny—
If it's not puffin' in our face it's blowin' up our fanny.*

*We're good at dodging lobster pots (and the Sound has really got 'em)
And most of the time we keep our keel from scraping on the bottom
But lay a course from A to B across the compass rose
If it's not dead slack, it's tack, tack, tack with the wind right on our nose.*

*We've come through fog in Cuttyhunk and managed with some pluck
A gale in Clinton channel and a squall at Mattituck
But chart a destination, through Plum Gut or the Race
Leave the harbor, turn on course—the wind is in our face.*

*In summer on Long Island Sound, any breezes are a treat
We dream of dancing whitecaps and a jolly close-hauled beat
But like as not when the season's hot, the wind that sometimes blows
Cat's paw, zephyr or force five, it WILL be on our nose!*

---Jane Murphy

★ ★ ★ ★ From the Commodore

Well June is gone and July is here, it hard to believe we are rapidly approaching mid-summer. Which means it is a good time to check the Club activities calendar as we have a number of events planned and on the horizon. July will see the extended Holiday Weekend Cruise for the 4th, Epstein Trophy, on the 10th, the Theme Party on the 16th. I am told it will be a Hawaiian Night this year and should be great fun. Also, don't forget the July Target Cruise on the 23rd and 24th. Check the cruising calendar for destination.

All our committees are busy at work, often behind the scenes. For example, the By-laws Committee and your Bridge have been hard at work on drafting revisions to the Club By-laws. Our aim is to have them ready for the Fall Membership meeting. I hope you have noticed the excellent work our Entertainment Committee has been doing to bump up our social events. Our chairman is in need of a Host for the Lobster and Clam Bake so if you are interested please give Joe Stigliano a call to volunteer. Also, at this writing, the Race Committee is in dire need of members to help out on our remaining race commitments for the season. Call Bob Ebenau to volunteer – it includes free lunch.

In closing, I cannot say enough about all our committee volunteers and the excellent work they are doing. They are the heart of our club. Thank you all! As always, we could use more help, so don't be shy: Join in and you will not regret it.

Rosemary and I wish you fair winds and calm seas until your travels bring you safely home.

...Commodore Mario (Butch) Rufino





B*L*I*N*K*S

New Members:

Ted and Hanna Glazowski; of Rego Park, N.Y.; *Panasea*, a Bavaria 33



Ken and Christine Pierce; of Port Washington, N.Y.; a Catalina 27



- **Insurance** – The Bridge is seeking members to join a committee to review the Club's insurance coverage. Please contact our Commodore if interested. This review serves as a reminder to all of us to verify our own vessel coverage. You are responsible for your personal property, including dinghies.
- **Launch Service** – will be extended for 4th of July fireworks so that members may enjoy festivities afloat and comfortably return to shore. Schedule to be posted once town events are publicized.
- **Provisioning** – Try something fresh from the Farmer's Market every Saturday from 8:00AM to 12:00PM at the Town Dock. The fruits and vegetables for sale are organic, and you can also buy baked goods, goat cheese, coffee, honey, and more.
- **Club Fridge** – Please be reminded that the refrigerator will be emptied of all perishables every Monday and Friday throughout the season.

Dates To Be Remembered:

- **July 4 Holiday Cruise**
- **July 10 — Epstein Trophy race, from the Worry Wart at 1330 hrs**
- **July 16 — Hawaiian Party, at the Club, 1800 hrs**
- **July 23 — Target Cruise**

CPR TRAINING

On Thursday evening April 28th, 5 NSYC members including Linda Kuhla, Richard Raskin, Ken Magida, Rob Pepin and myself attended CPR Training at the DeMatteis Center of St. Francis Hospital. The instructor, Paul Pellegrino, has a significant amount of experience as a first responder and was easily able to relate to the special conditions and situations that boaters may encounter in managing medical emergencies. His presentation was direct, authoritative and empowering. Our group was able to master the techniques and develop a degree of confidence in our ability to manage cpr first aid.

A few of the most important points that he stressed were that the person administering CPR must take control of the situation and be able to direct onlookers, including family and others, not to interfere with the process. Much as a captain would instruct a crew member to keep watch for a person who has fallen overboard, the first responder needs to instruct others to immediately call for help and then report back that help was indeed summoned.

The procedure for CPR is relatively simple but, in my opinion, requires the guided practice that this type of course offers. Another important piece of information passed along was that people who may have swallowed salt water may be subject to potential drowning even after they have been brought back on board. The residual salt in the lungs acts as a magnet for fluids that may fill the lungs even after people have been rescued and appear to be breathing normally. In such cases, the victim may appear to be gasping for breath and be unable to resume normally breathing. The Coast Guard needs to be contacted and their condition monitored in the event that Air Sea Rescue may become necessary.

There were many other very important potentially life-saving pieces of information that were passed along that can be learned by taking this course. However, as Chairperson of the education committee I am proud of our recent effort to increase the safety consciousness of club members. Our next effort will involve live person retrieval. The day of this exercise will be announced after the weather warms up. As always, we appreciate your participation and feedback. Also, if you wish to volunteer for the committee, please join the meeting that will be held on May 19th at 5:30 PM.

Alan Bernstein, Chair, Education Committee





Cruising Corner

June's Target Cruise to Oyster Bay

The weather report was mixed for the upcoming weekend, but undaunted by these predictions we had a glorious start to our sailing season. Seven boats from the Club converged in Oyster Bay on Saturday for the first Target Cruise of the summer. The weather was perfect except for the lack of wind. It was almost all under engine to get to the harbor for Saturday evening. Once there, it was nice to see that our favorite anchoring spot in the Southeast part of the harbor was relatively empty. Wynsum, Forever Young, Cool Fire, Meander, Indecision and Flo all picked out spots and anchored for the evening. Soon though, a number of other boats and a couple of rafts from other clubs anchored in Cove Neck as well.

After some early boat hopping in dinks for visiting other boats, we were joined by our Commodore, who made the trip by car and was dinghy-taxed to dinner aboard Forever Young by PC Jim O'Brien on Wynsum. Some of us continued to socialize under the hospitality of Arlene and Ken on Forever Young until late into the evening. We apparently made ourselves heard as Elliot from the 5 boat New York Athletic Club raft-up rowed over to find out what was going on. We did not get any sailing in but enjoyed being back on the water with good friends. We were treated to a remarkable rise of an almost full moon that lit up the way back to our own boats (and for Jim's return taxi ride to the docks for the Commodore and Rosemary). The breeze that eluded us most of the day provided a pleasant night, along with a moonlit starry sky to induce many a sailor's dream.

Morning came with just as nice a greeting and by mid-day, anchors were up and most of us were off for a return to the club with hopes of finding some wind to sail back on. After a few teasing zephyrs, however, it was mostly a motor driven Father's Day and return to the club.

Next up on the schedule is the Fourth of July holiday cruise. We are hoping for another great weather weekend and a cruise to Northport on Saturday, to Oyster Bay on Sunday for some fireworks (schedule still to be verified) and a return on the Fourth to the club for a holiday bbq. Hope you can join us.

Arlene and Ken Forever Young
Ron Gold, S/V Indecision

Cruising Calendar

July 4th Cruise July 1-5 (Fri – Tue)
Northport Harbor and Oyster Bay

July Target Cruise July 23-24
City Island or Port Jeff

August Target Cruise August 20-21
Sheepshead Bay
Atlantic Highlands

Labor Day Cruise September 2-5 (Fri-Mon)

Octoberfest Cruise September 24-25

Target Cruise Pictures





Cruising Corner *(continued)*

From Tortola to NSYC with *Sinan*

For those of you who have not heard, we're blessed with a new boat. *Sinan* was purchased in Tortola, BVI and she came with an obligatory adventure to our home port.

May 1st - 8th we sailed 900 miles to Bermuda with the able companionship of Paul Meilink, Warren Greenhouse, Robert Coles and a friend of Yehuda's, Martin Pine. Many thanks go to these members who jumped at the chance to help us with this daunting task. What competence, patience and dedication they showed throughout the journey. Our club is fortunate to have such willing and able comrades among our membership.

"So, how was it?" Everyone wants to know. For starters, it was completely opposite of what I expected. There were no other boats out there. Although we departed Bermuda with 20 other boats, after the first hour we lost sight of everyone. It is unimaginably desolate at sea: We saw maybe five tankers over the eight days. Most of them passed as specks on the horizon, and not one wanted to talk on the radio. After experiencing the overcrowding rampant in New York City, it was a welcome respite.

Surprisingly, there were also no fish. We trolled for eight days straight without a nibble. On day three, a fish landed at my feet as I was doing sun salutations on the bow. We had been warned to clear the deck of flying fish that may have beached themselves during the night, but nothing prepared me for this. As I shrieked uncontrollably, one of the guys grabbed the fish. A debate ensued, as they identified it as a two or three pound mackerel. Eat it? Bait? Before we could decide, it was released into the sea. I attribute our ensuing dry spell to this brazen refusal of Neptune's offering. Maybe my sun salutation was a sea salutation?

My journal reveals the other notable aspect of the voyage – the color of the ocean. Every entry reveals my struggle for an accurate description of the ever-changing shades of blue. It was aquamarine when we

were just north of Tortola then progressed through deeper shades of blue. At one point, the waves were cresting eye-level with the dodger appeared to be the most brilliant cobalt. The next day it was sapphire. Eventually, it turned very light spring green as we crossed the coral into Bermuda.

All in all, it was a wonderful experience, and we're all proud to have succeeded. We are also counting our blessings that we were able to procure such a seaworthy vessel, especially since we bought her one week before the trip. Most of all, we are eternally grateful to the NSYC members who accompanied us in fact and in spirit – everyone has been amazingly supportive and inspiring over the years.





The Racing Form

NSYC 2011 Day Race

At 8:00 AM Saturday morning, June 11, 2011, the mid sound weather buoy was reading 8-10kts, gusting to 15 out of the East. The weather was cloudy, and Manhasset Bay was flat. By the time of the start at 10:50 AM, the winds were 16-22, gusting to 30 out of the Southeast with a good 3-6 foot short chop. Only one of the 15 entries decided not to come to the race and another decided to drop out before the start.

The race courses, 19.5 miles for the spinnaker boats and 14 for the non-spinnaker boats, proved to be too much for some as 4 racers dropped out for various reasons. The boats that prevailed had some exciting racing, with one boat bragging that they saw boat speed of 16.4 knots surfing down a wave. The winners were Whirlwind in Spinnaker and Snow Goose in Non-spinnaker.

The best performance trophy was won by Whirlwind, with the best performance by a NSYC entry won by Charlie Cannam of Engarde in the Spinnaker Division. The other trophy winners were Marc Epstein of Vision who came in second in Non-spinnaker and Nordlys finishing third in spinnaker. Most of the finishers showed for the after race party hosted by NSYC entertainment chair Joe Stigliano.

First place honors went to:

Div I Spinnaker **Whirlwind** William Purdy
CIYC Benetau 36.7

Div II Non-Spinnaker **Snow Goose** Art Karpf
Glen Island YC C&C 35-1

NSYC Club Race Series:

Our Club Race series consists of five races that are held throughout the sailing season in conjunction with the NSYC race committee weekends (see the accompanying schedule of races). This series, unlike the one design weekend races, is for NSYC 'big' boats, those that qualify for a PHRF rating, and is sailed under a variety of formats—but the overall goal is consistent; to provide our members with an enjoyable afternoon's low-key racing fun.

The results thus far are:

Borden Cup:

1 st	<i>Liquid Courage</i>	Dan Herron
2 nd	<i>Vision</i>	Marc Epstein
3 rd	<i>Sundance</i>	Joel Ziev

Smith Cup:

1 st	<i>En Passant</i>	(Jamie) Ebenau
2 nd	<i>Vision</i>	Marc Epstein
3 rd	<i>Dybbuk</i>	Roy Israel

NSYC Club Race Dates:

CLUB RACE SERIES

Borden Cup*:	Sun Jun 5	Full crew; in the Sound
Smith Cup:	Sat Jun 18	Two Handed; in the Bay
Epstein Trophy:	Sun Jul 10	Single Handed; conditional
Snyder Cup:	Sat Aug 20	Two handed; conditional
Commodore's Cup:	Sat Sep 10	Full crew; in the bay

** The Borden Cup will use a racing start. All other races will use a cruising start*

All starts at the Worry Wart at 1330 hrs, unless otherwise noted.

NSYC Race Committee Dates:

May 21
May 22
June 4
June 5
June 18
June 19
July 9
July 10



July 30
July 31
August 20
August 21
September 10
September 11

NSYC Club Race Series Winning Boats:





Cruising Seminar

Ron Gold, an intrepid cruiser aboard *Indecision* (maybe his boat's name hallmarks the many potential cruises he has to choose from) described the wonderful venues that are options for the cruising enthusiasts of NSYC.

As an aside, Ron described the various anchoring techniques employed by club members—some funny, some idiosyncratic, but all work (more or less.)

With his fine and timely introduction as Cruising Chair, Ron raised our expectations for a truly fine 2011 cruising season for NSYC.



Membership Meeting

The bottom line message for NSYC members is—*ALL IS WELL!*

Our finances are in balance, membership is increasing, house and dock work are progressing on schedule, and our committee chairs report, especially Education, are doing a fine job.

Three guns for all!!!





NSYC in The Community: Model Boat Regatta 2011

In the best performance and highest participation since its inception more than 10 years ago, members of NSYC contributed major community service to Port Washington's 2011 Harborfest Model Boat Regatta on Sunday, June 5th.

It was 10:15AM, June 5th, on a partly cloudy Sunday at Port Washington's Baxter Pond as 223 third grader "skippers" anxiously awaited their turn to race their own one-design, pontoon-style sailboats which each built from milk and juice cartons and basic sailboat accoutrements. Accompanying them were friends, families, pets and just about anyone else....a crowd estimated at well over 400. Of the 30 volunteers on this day alone (all recruited by NSYC members), 12 were NSYC members.

Within 90 minutes and with all the trimmings of a significant yacht racing event and more...(registration, race committee, anxious skippers, starters, scorekeepers, on-the-water and shoreline recovery teams, crowd control, awards ceremony, etc.), 15 elimination heats were run, 6 local school champs were crowned with the grand finale resulting in the "All Port Champs"...prizes, trophies and all...a real "All American" Day for Port Washington. NSYC was in the thick of things from beginning-to-end.

223 boats raced? On a pond notorious for little or no wind? Stay tuned...

The "beginning" of this very successful event commenced in the dark ages of 2011's winter as cruisers dream of new and old destinations, racers dream of improved sail trim, crew coordination and racing rules and NSYC members look forward to another year of camaraderie. As the ground hog was looking for his shadow, Mary Lu Dempsey and Bill Brakman (MBYC) were busy assembling over 400 model boat kits for use by third graders to build their own boats at the 6 Port Washington elementary schools. Next, came the need for each third-grader to build their model boat for the big race in June.

Model boat building and classroom training was co-captained by Arlene Kase and Marian Weissman who skillfully "trained-the-trainers," who then trained over 400 third graders at local schools. Much more than an arts-and-crafts event, an observer could hear trainers emphasizing "bow, stern, port, starboard, main, boom, hull, centerboard, sheet, etc." to the fledgling third-grade skippers. NSYC members Nancy Kovach, Bill Palafox and Richard Raskin also donated their time as classroom trainers.

As early Junes can go, the weather was perfect and windless. Undaunted by the conditions, with Bill Palafox as Regatta Chairperson, the NSYC race day team made up of Mary Lu Dempsey, Dave and Helene Goldsmith, Lloyd and Julie Lim Herman, Arlene Kase, Ken Magida, Ed King, Butch Rufino, Marian and Andy Weissman and 18 other eager volunteers met the challenge, worked like a championship Team and the races went on with success!

As the first of 15 successive elimination heats was assembled, a fire truck volunteered from the Atlantic Hook and Ladder Company with portable fans and portable generator arrived to supply the sorely needed "wind." With fans at full power supplying the westerly breeze, and occasionally complemented by a puff here

and there from Mother Nature, the races went on and 223 third-graders screamed with joy!

The Harborfest Model Boat Regatta is another of many examples of the camaraderie and Teamwork demonstrated by NSYC members with many endeavors. Surely, the entire Port Washington community, Chamber of Commerce and hundreds of third-graders and parents thank all from NSYC for the role they played at introducing fledgling skippers to the proud heritage of Port Washington, its nautical history and to sailing, cruising and racing.

...Bill Palafox





Work Parties

Fleet Captain Report:

I am happy to report that due to the major effort made by our membership, and with the assistance of our Steward Capt. Vic Geryk, we were able to complete a significant amount of work at NSYC.

Both launches have had their bottoms bead blasted, spot glass filed and painted. As sailors like to say, "their bottoms are as smooth as a baby's butt". Fenders have been installed and both launches are waxed and ready to go.

The second section of dock has been completely replanked and more importantly the section of dock under the walkway has also been replanked. To be completed are the remaining portion of the third dock section and a few residuals on the second dock section. I would like to thank Capt. Vic for his assistance in raising the walkway and to his friend Matt for providing the necessary sling so the work party could get safely under the walkway and replace that section of dock.

In addition, we finished the replanking of the remaining dock section and cropped out and replaced about a dozen planks on the walkway to the Tea House, the lower walkway rail and all upright supports to the Tea House. The Tea House itself will be left to rot in the season. We also scraped the steps from the main level of the club house to the bottom level of the club house, and replaced the rotted wood, previously removed, on the upper walkway railing.

We have accomplished a lot of heavy work in addition to normal spring preparation of getting the club ready for the sailing season.

Frank Gallo, Fleet Captain



Highlights of 141st Commissioning May 15, 2011

see the entire slide show at: <http://www.NSYC.net>

No big deal—just 141 years doing ‘our thing,’ although at varying locations. Some ceremony; a pause to remember our past members who are always with us in spirit; meeting and greeting friends and members (some new); then eating, schmoozing, drinking and celebrating our continuing fellowship and NSYC’s bright future. Three guns !!!



No Sailor Left Behind

CHARLES P. MURPHY, NORTH SHORE YACHT CLUB
from *WindCheck Magazine*

A Toast to the Back-of-the-Fleeters

Did you attend your yacht club's annual awards dinner? I did. And although the food, the drink and the company at North Shore Yacht Club in Port Washington, NY were all delightful, I was somewhat disappointed with the speeches. With their narrow focus on an elite group, they seemed out of tune with the times. Essentially, they failed to appreciate the diversity of our sport. But rather than just carp, I would like to propose an alternative speech that I hope is more inclusive:

Tonight we are gathered here to honor the few, the proud, the winners. They have earned their laurel crowns with that invincible combination of competitive expertise and expensive gear. They have taken the gun as it loudly announced their victories. But there were others in those races, those who crossed the finish line in sad silence, sailors who heard no trumpet of triumph, and who mumbled their sail numbers as they sought a distant mooring. It is these sailors about whom I would like to say a word tonight. One might call it honorable mention.

The rulers of racing have recognized the diversity of these sailors. Rather than seeing them as an indistinguishable mass, Racing classifies them in easily identified acronyms. First are the DNSs — the Did Not Starts. They may have suffered a pre-race equipment failure or the treachery of the torn sail. In worse cases they have heard the dreaded call that the in-laws have arrived early and need to be picked up at the airport.

To balance the DNSs there are the DNFs, those who Did Not Finish. A mixed bag, this group often includes skippers whose misplaced sympathy for a whiny crew led them to turn on their engines. A small but more serious subset of DNF-ers, facing extended calm, suffers deep meteorological despair.

Also among the labeled losers are the DSQs, the Disqualified. It is beyond the scope of this short talk to recount the painful narratives of the DSQs. We all know those who have suffered the effects of DHNS, Directionally Handicapped Navigator Syndrome, which involves mistaking the port turning mark for starboard. DSQs have also endured the slings and arrows of outrageous fortune in protest committee hearings.

Some losers defy labels. Some losing skippers, sensitive to NC or Nautical Correctness, fail to yell at their crews. Others invariably find the accursed Dead Spot — that Bermuda Triangle made small — where boats disappear from the view of their competition and languish there until the beer runs out. And recognition must be given to those who lost because of the unexpected Wind Shift. These skippers take the Great Gamble. But in the Las Vegas world of Long Island Sound racing, these sailors go home broke.

Finally there are those who lose no matter what. (You know who you are.) New sails, B&Gs, screaming — nothing avails. They suffer the existential dread of also-rans that regardless of skill or expense, are doomed to the middle of the fleet by something beyond their control. Their angst is unspoken but often revealed before the second mark in the unmistakable sound of the first pop-top.

From Homer to HBO, winners have been lionized. Few, however, have raised their voices to salute losers. Tonight I'd like to make a small change in that equation. I'll close this peroration with a poem by a poet whose name, appropriately, is unknown. It is entitled "The Loser."

*But now that the protests are settled And we drift with a
favorable tide Let us think of the fun in just racing Here's
health to all those who tried!*

*Tonight we'll sail not for prizes And no one shall sail for
fame, But losers at last will be winners With no stigma at-
tached to their name.*

*Here at the annual dinner With fellowship's cup at the brim,
Let us drink to the health of the losers Without whom no
winner could win!*

