



1871

June 2014

The



Blinker

of the North Shore Yacht Club

Web site: [www.nsync.net](http://www.nsync.net)

Tel: (516) 883-9823

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## From the Editors

At last! Gradually warming days, brilliant skies, member boats returning to the mooring field and most of all the NSYC launch radio comeback, "...be alongside shortly..." herald we're, "In Commission."

Already, our Memorial Day Cruise is history; the first races are scored, the May 31<sup>st</sup> Day Race with great breeze (for most) with post-race party and Borden Cup signal a great start for NSYC. As that, "Friendly Club," we are all refreshing friendships and welcoming new members.

Please peruse this Blinker. Surely, you will find something of interest. Check- out "Kids Corner" for a smile and chuckle! Make sure to peruse the NSYC 2014 Directory and website ([www.nsync.net](http://www.nsync.net)) activity calendars and plan to attend our very special Social, Education, Cruising and Racing events. As someone once said,

*"Catch the Fever & Share the Passion."*

As Club members will concur, Bill and Marian also express our thanks to the publisher for his contributions to Blinkers past and present. Bob, Thank you!

Commodore Paul Meilink, the NSYC Board and your Blinker Team bid you a Great Season!

See you on the water and at the Clubhouse!



Bill Palafox, Editor in Chief  
Marian Weissman, Editor

## Dates to Remember

- *Entertainment on the Deck; Sat. June 14*  
1700 to 1900 hrs
- *June Target Cruise: June 21—22*
- *July 4<sup>th</sup> Holiday Cruise: July 3—6*
- *Race Committee: July 5—6*
- *Smith Cup PHRF race: Sat. July 5*
- *Theme Party: Sat. July 19*

## B\*L\*I\*N\*K\*S

- **Larry and Judi Sobel, Lioness;**
- **Mike Beck (Associate)**  
They are included in prior Club Directories and erroneously not included in the 2014 Directory. Membership is ensuring that all remaining Directories, including those in inventory, will include an errata sheet.  
*Larry and Judi, Mike "Our sincere apologies!"*

## NEW AFFILIATES

- **Rich & Caroline Leone**, Port Washington, NY,  
[ckleone@yahoo.com](mailto:ckleone@yahoo.com), x

## RETURNING-to-ACTIVE MEMBERS

- **Alan Honorof, Trade Wind**, Port Washington, NY  
[sailjudge@yahoo.com](mailto:sailjudge@yahoo.com)
- **George and Marjorie Marks, Georgetown**  
North Hills, NY, [gm@marksusa.com](mailto:gm@marksusa.com)
- **Tim & Alison Mummerts, Bilge Satori**,  
[mummerts@aol.com](mailto:mummerts@aol.com), Port Washington, NY

## NEW SOCIAL ASSOCIATE

- **Bill Lee**, [billleenyc@gmail.com](mailto:billleenyc@gmail.com), Port Washington, New York
- **Paul & Trish Schmitt**, [pschmitt3@gmail.com](mailto:pschmitt3@gmail.com), Port Washington, New York

## PROUD OWNERS – NEW BOAT!

- **Ken Bordiere & Mallory Kant**,  
Adventure-Us, Hanse 345
- **Alan Honorof**, Trade Wind,  
Jenneau 379
- **George & Marjorie Marks**, Georgetown IV,  
J-105





## B\*L\*I\*N\*K\*S (continued)

### DID YOU KNOW?

- The NSYC 2014 Directory has arrived.  
Pick-up your copy in the Club's street-level passageway and peruse the Table of Contents for many valuable sections.
- Launch, Cruising and Racing schedules are in the NSYC member Directory as well as from links on the [www.nsyk.net](http://www.nsyk.net) website
- Check-out the "Racing Committee Tutorial" on the website Racing page
- Check-out the cruising blog ("Blog Spot") on the website's Cruising Corner.



### NSYC 2014 Ambassadors

*This member takes this referral program seriously*



*"Catch the Fever & Share the Passion"*

## Fleet Captain Report

Please remember that your dues must be paid up to date and a copy of your insurance naming the NSYC as an additional insured must be on file with the Club before you will be able to bring your boat to the Club this season.

If you are uncertain of your status, please feel free to see me or email or call me.

There will be a list of boats posted in the lobby whose owners have not complied with the rules. If your boat is on the list you will not be allowed to bring her to the Club until your account is current and there is an insurance certificate on file. You can either mail the certificate to the Club or place it in the Fleet Captain mailbox in the lobby. Please do not email it to me.

### The launch Summer Season hours as follows :

Weekdays	0900-2245 hours
Sat-Sun	0800-2245 hours

*Holidays: May 26, July 4. and Sept 1  
Same as Sat/Sun schedule*

Respectfully submitted,

**Linda Kulla, Fleet Captain**





## REAR COMMODORE'S REPORT

### *Activity Summary*

### *Recycling of Deposit Containers*

### *June 14 – Entertainment on the Deck*

I am pleased to report that the Clubhouse is in very good condition. During the winter we needed to replace the water heater which sprung a leak. The portico over the front door was rotted and Captain Vic has its restoration well in progress. As always, a hearty thank you to Captain Vic who is always there for us. We have purchased two new tables for the lower deck. Please take the time to enjoy our Clubhouse and decks and socialize with other members on the way to and from your boats. The camaraderie of our members is what makes North Shore Yacht Club special for all of us.

As I reported at the Spring Membership Meeting, members are asked to be a little more attentive in cleaning the kitchen after each use. If you use anything, please wash it thoroughly with soap and hot water to restore it to its prior condition. Please dry all items completely before putting them away. This not only a matter of cleanliness but is also a health issue.

Please note that the water heater is located about as far away from the kitchen as possible in this building. Therefore, it takes some time for hot water to reach the faucet. Please be patient and wait for the hot water to wash dishes. Also, please be careful not to burn yourself with the hot water.

See the separate section about recycling of deposit bottles and cans.

*(continued on next page)*





## REAR COMMODORE'S REPORT

*Recycling of Deposit Containers*  
*June 14 – Entertainment on the Deck*

### RECYCLING OF DEPOSIT CONTAINERS

In an effort to operate the Club in a more environmentally responsible manner, we are instituting a recycling program for deposit containers. There are blue recycle cans on the lower deck near the ice and soda machines. Please segregate deposit bottles and cans in the Clubhouse and on your boats and place them in these cans. Cole Martinez will be responsible for processing the returns. This eliminates the environmental damage of adding the containers to the landfill and at the same time should save us some waste removal cost as these containers fill the dumpsters. Thank you in advance for your cooperation.

### SAVE THE DATE – ENTERTAINMENT ON THE DECK

On Saturday, June 14, from 5:00 to 7:00 PM, we will be entertained on the deck by Warren Schein and Charlie Henry. Many of you know Warren and have heard him perform in the past. He has a wide ranging repertoire and can perform any kind of music. Plan on spending some time to socialize. Bring some food to bar-b-que, snacks and drinks and relax after a day of sailing. The Club will have hot dogs, munchies, soda, beer, and wine to enhance your June day. Stay tuned for email blast updates for this entertainment event.

Respectfully submitted,

***Ken Magida, Rear Commodore***

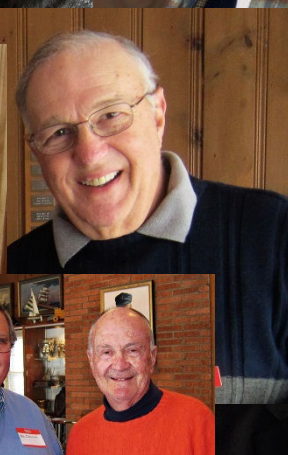
PS...For refreshments planning, please let us know - AS SOON AS POSSIBLE - if you plan to attend this entertaining event by **RSVP to:** [ken.magida@yahoo.com](mailto:ken.magida@yahoo.com)"





## Officers Cocktail Party Sunday, February 9, 2014

Cold, wintery, snowy—so typical of our winter weather so far this this year—contrasted with the warmth and hospitality of our traditional Officers Cocktail Party. Very, very good food and drink, good friends and a good break from the harsh weather..



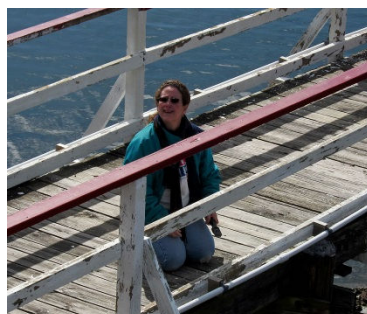
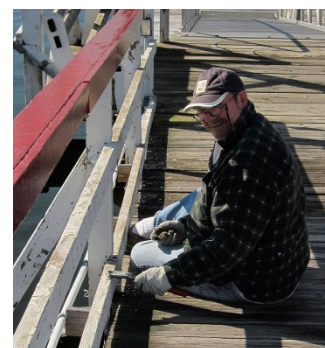
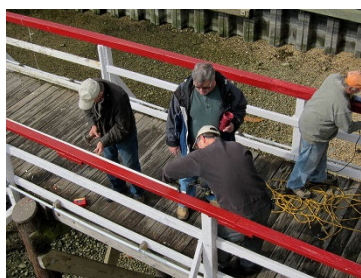




## Work Parties

March 29<sup>th</sup>, April 5<sup>th</sup> and April 6<sup>th</sup>.

- 10-15 volunteers participated and we were able to make great progress in preparing the Club for the 2013/2014 season.
- This year we replaced some of the rotten wood on the railing down the dock to the tea house, and scraped and sanded the entire railing so it could have fresh coat of paint this year.
- The launch committee, headed by Jim Thompson, prepared both launches for the season.
- Thank you to all the volunteers that participated in the work parties.







## Education Events (continued)

Alan H. Bernstein  
NSYC Education Chairman

### Safety Seminar

Sunday, February 23<sup>rd</sup>

It was a beautiful Sunday in February (the 23<sup>rd</sup>) with just enough of a hint of spring in the air to make one hopeful that our historically awful winter might actually end its misery some day in the not too distant future. The sun was shining along with all of the eager faces that gathered at the Club to hear one of our new social members, Jerry Silverman talk about safety equipment, man overboard and a range of other related topics.

This was another step in the Education Committee's effort to continue to broaden everyone's safety horizons and it was a step in the right direction. Jerry did a great job of filling in a number of significant gaps inevitably left by previous programs. He did a great job of thoroughly talking through the technique for using a head sail to effect a man overboard retrieval. His explanation of how one must drop the sail from the halyard all the way down was illuminating. In order to make this technique work, Jerry explained, you must drop the sail all the way and if it is on roller furling, the sail must come all the way out of the track. The sail then goes over the lifelines and stanchions and so that the luff can act as a scoop for the retrieval. When the victim is in the sail, they can be winched up and, as he put it, should just "plop" onto the deck. His description of the process really made it come alive.

He also talked about a lot of safety equipment and was good enough to bring samples for demonstration. One thing discussed was the use of throwable floats and how crew should be quick to toss things over to the victim as soon as possible. Eyes on the MOB was stressed as was the priorities for handling these situations. Jerry's opinion was that the first thing is to drop the sails and start the engine. He strongly encouraged us to forget about sailing to the victim no matter how sexy it might look. Start the engine and get to the person on the lee side of the boat so you can effect your headsail scoop and get them on board. Also, don't leave the boat! One person in the drink is enough of a risk, if there are two in the water, there is no one to handle the boat and the danger of catastrophe increases.

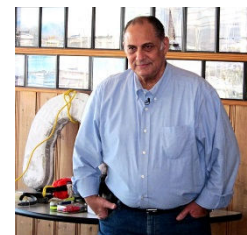
There was some discussion about the usefulness of calling for help. Some felt it was important, Jerry felt not so and encouraged people to think about getting the person on board with all due haste and not stopping to make calls of hail Coast Guard. In this writer's opinion, you may need medical assistance sooner rather than later and calling for help if it will not put the victim in greater danger, may be a wise thing to do. However, what was clear and agreed by all was that conditions and situations must dictate your actions. There is no formula that will work well under all conditions, the best we can all do is stay alert, keep our equipment in good condition and plan for emergencies before they happen.

One way to do that is to make sure your boat has tethers and safety harnesses and that they are used when conditions warrant. Strobes, automatically inflating PFDs, especially hydrostatics that inflate when under water pressure, MOB poles and personal epiirbs are all recommended. And, one thing Jerry made crystal clear was that he carries a sharp knife at all times and not just because he works in Queens but that in a pinch you need to know that you can cut a line that may be dangerous, release yourself from a tangled harness or otherwise quickly dispatch a messy situation.

Jerry really demonstrated a level of knowledge and comfort with the situations that only many years aboard can bring. However, he also brought an ability to communicate the breadth of experience in a way that was very useful to all who attended. Also, his helpers, were great.

However, we are happy to announce that one of our new Social Members, Ben Shapiro who is a video person by profession was able to tape the entire proceeding. So, soon his entire presentation will be available to all who wish to view it or review it.

*Thanks Team, great job all around!!!*







## Education Events

Alan H. Bernstein  
NSYC Education Chair

### Cruising Seminar

Sunday April 20, 2014

The Education Committee hosted a seminar on cruising that was attended by many members and guests. The lead topic was planning for cruising in the upcoming season and helpful hints about things to be considered. Besides the main prerequisite of making sure your boat and crew is ready for a cruise, there was a discussion of identifying destinations and determining what is realistic as a plan based on how much time one has to cruise and the wants and needs and comfort of the crew. This emphasized whether your boat and crew are comfortable for long days or short jaunts, as well as tolerances for those different types of trips. Suggestions for destinations and variety in the days were given and also highlights of different places that were available and the offerings and benefits of those harbors and how they might fit into a plan for a cruise. The second part of the seminar was a discussion of some of the tools and websites available for planning and navigation. These included apps for iPads and iPhones such as those from Navionics and Garmin with their own charts as well as some apps that used government free charts. Much interest and sharing of information among members made the event a success and hopefully will lead to everyone's successful cruising this summer and in the future.

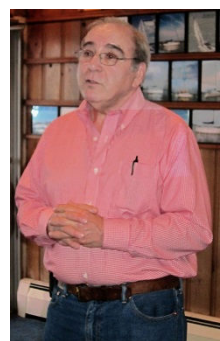
**Ron Gold, P/C Cruising Chair**



### Sail Maker Seminar

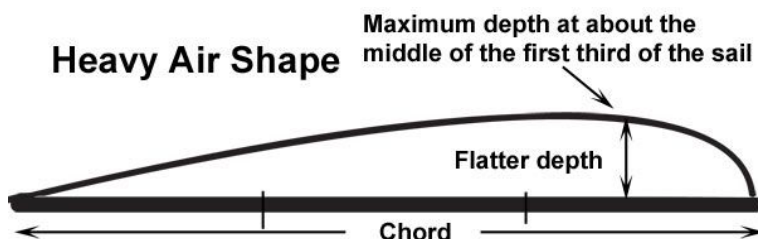
Thursday May 1, 2014

NSYC was pleased to welcome Paul Beaudin, from Doyle Sails, City Island. This was Paul's first visit to the Club and he was well received to a full house of members, guests and community visitors. Paul has been sailing for the past 50 years and has been a sailmaker for the last 25.



One of the key things he shared was about how sail shape can affect speed. His visuals were great at pointing out how the leading edge of the foresail should be slackened when in light air. When the wind speed increases, it can then be tightened but varying the tension in this part of the sail can be a very useful tool in maximizing boat speed under various conditions. These diagrams will help you understand the concepts that Paul presented with his own "bows".

First, he explained, sail chord is the distance between leech and luff. Sail chord depth/draft (or chamber or belly) is the maximum depth of the sail at its deepest point. A chord depth that is closer to the mast will deliver less "lever arm" than one that is further from the mast. Like a see saw, the longer the lever arm (distance from the fulcrum), the larger the effect on balance for

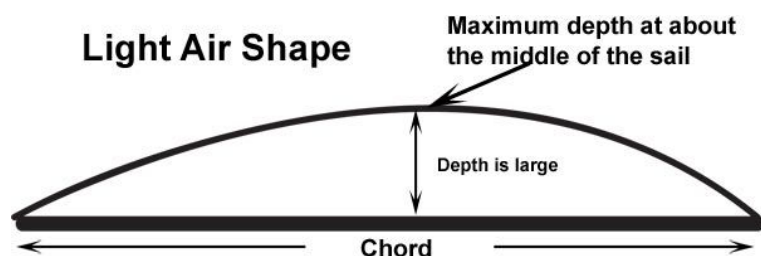






## Sail Maker Seminar *(continued)*

So in light wind (2-8 knots generally), we need a large chamber shifted aft to provide as much lift as possible in the light air and to provide as much weatherhelm as possible. The center of effort (CE) is shifted aft and the draft provides maximum lift. So looking up at the mainsail, it should look like this:

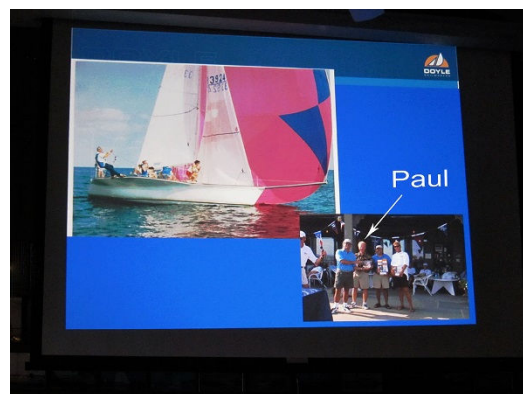


Paul was clear to point out to the eager attendees that there is no magic amount of draft, or maximum draft position. It depends on your boat and how it performs under various conditions. There are so many variables that it would really be hard to lay out exact guidelines

Fundamentally, you adjust your sails to maximize the power that you need so you are getting the best speed your sails can deliver within the confines of the amount of heel such settings will create and the amount of weatherhelm (in the case of mainsails particularly) that such settings will cause.

Generally, in light wind you need to add some power and weatherhelm and heavy wind you need to reduce it. The same is true for heel. A certain amount of both is good and too much is bad.

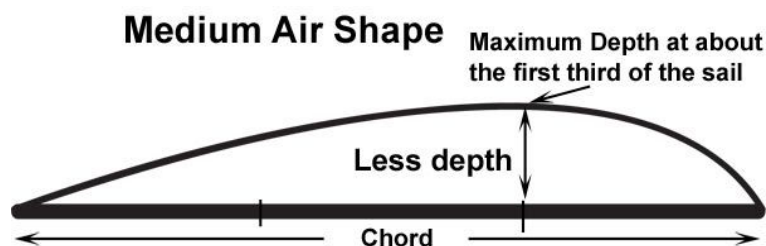
Heel causes most boats to find a longer length at the waterline (LWL) which generally results in a larger "theoretical hull speed" while too much heel is usually accompanied by excess weatherhelm which means you must add more degrees of rudder to compensate. Larger rudder degrees cause the rudder to act more as a "brake" slowing your boat.



Finding the right balance is what good sailing is all about. It is actually why sailing is really an ART and Paul did a great job of helping us understand that the art is a true combination of equipment, conditions and the skills of the skipper and crew! Mostly he encouraged all to have fun and it was fun to have him aboard.

**Thanks Paul !!!**

In moderate winds (12 knots +/-) we go somewhat in between:







# St. Patrick's Day Party

Saturday, March 16th

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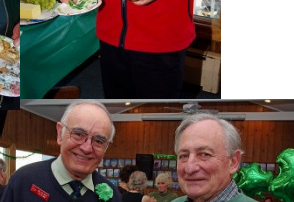
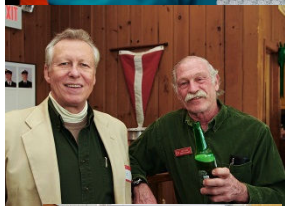


The members of NYSC and their guests enjoying the annual St. Patrick's Day Party greatly. It was truly an Irish event with the members and the Club decked in shades of green. This year we enjoyed a catered traditional corned beef and cabbage dinner with all the accompaniments.

We were fortunate enough to have entertainment provided by Bardic Circle, an Irish and Celtic music inspired folk band who hail from "County Suffolk". In addition to their singing they played guitar, mandolin and Bodhran which is an Irish drum. One of their daughters also played the viola while the other daughter did an Irish step dance. It was truly a night where we were all Irish!

I received a note from Nate Berry, one of the band members, which I would like to share in part: "we were overwhelmed by your hospitality and the general reception we received. Thank you for making us feel at home, for fantastic food, and for letting us know we were appreciated...It really meant a lot. *go raibh maith agat!* in Gaelic means, literally, "good be at you" but is used liked *Thank You* in English"


In the true NYSC tradition of embracing someone new and making them feel at home Bruce and I would like to thank all the members for giving Bardic Circle such a warm reception. We also want to thank Captain Vic, Mary Lu and Bill Palafox, Jim Thomson and Mary Lou, Arlene Kase and Ken Magida, Marian and Andy Weissman, for all their help in making the party a success as well as all the guests who attended.---**Gail**





A man with glasses and a dark suit is speaking. He is holding a white piece of paper in his hands. The background consists of a wall with several framed pictures of boats.

and the im-  
r one goes—  
*sion!*”



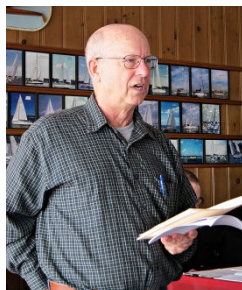
# NSYC ANNUAL MEMBERSHIP MEETING

April 12, 2014

Page 12



Arlene Kase, Mentoring Committee explains as there are no new members, there is no need for bud-dies at the moment.



Leo Kamp Investment Committee reports the investments are good and that money was transferred from the Vanguard MMA into two Vanguard Balanced funds as instructed by the Bridge.



Ron Gold, Cruising Committee is looking for suggestions for cruises and will publish a calendar of cruises later this spring



Bob Ebenau, Racing Committee reports the racing schedule is in the works with 8 race days (which include the May 31 Day Race and the August 9 Moonlight Regattas.) He also reports on the Website which received over 8,000 hits and he is suggesting that it may be time for the Club to look into a professional website.



Jim Thompson reports that the launches are ready to go! One launch was hit by a car during the winter and it has been suggested that the Club look into a camera on the parking lot.

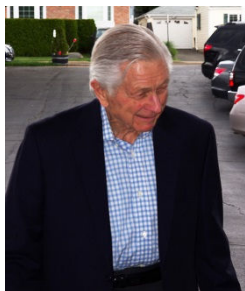
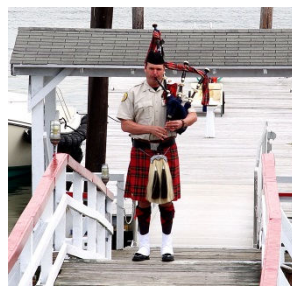


During the meeting there was discussion of change in by laws about the Social Associate. At the recommendation of the Board, the Active members present approved two amendments to the Social Associate membership category which going forward no longer limits their Club access and guest privileges to normal Club hours only.



# 144<sup>th</sup> Commissioning May 18, 2014

Our well-dressed Club filled with well-dressed members happily gathered to open the new sailing season. The ceremonies were started in grand style with bagpipes as the Bridge and past Commodores were piped up the stairs to the deck. Commodore Paul Meilink led the proceedings with introductions and remarks, thanking members for their contributions to the Club and remembering departed sailors. Our national anthem was beautifully sung by our own member Jane Murphy and after a champagne toast and a proper three-gun salute, the season was officially opened. The afternoon concluded with delicious food organized by Lili Meilink and Julie Herman and their cadre of volunteers and enjoyed by the members and guests as they socialize and plan for summer adventures."







## 144<sup>th</sup> Commissioning

May 18, 2014

*(continues)*



## NSYC Education Seminar

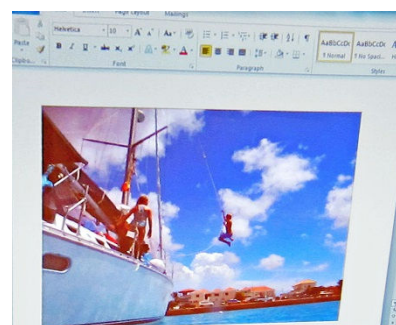
### *A Sailing Family's Sojourn*

featuring Shayna Blum Hodes

Wednesday, June 4, 2014

The NSYC members were treated to a delightful evening on June 4.<sup>th</sup> Past member and Club friend, Shayna Hodes, shared her family's experiences and journey by sea and by land from the Northeast USA, to South America, the islands along the way and on to Panama—500 days of cruising! They are currently living in Panama and planning for their next move.

***A great evening to share experiences with old friends!***





## The Racing Form

### NSYC 2014 Day Race

May 31, 2014

*What difference does a handicap difference of 165 make?*

Just ask NSYC *Liquid Courage* skipper Dan Herron and crew with a fast J-105, with handicap 84. In this 15.5 nautical mile race on Long Island Sound, with the breeze near 20 knots to begin with, the *Liquid Courage* crew sprinted home for a convincing Division 1 Spinnaker win over seven other handicapped boats, including *Terrapin*, an Andrews 68 ocean racer from Riverside YC handicapped at -81. Meanwhile, Charlie Cannam and the NSYC *Engarde* crew also sprinted home with a convincing Division 2 Non-Spinnaker victory ahead of three others.

Of the three J-80's in the Division 1 Spinnaker Division, Jason Visellear and the *Upsetter* crew from Huguenot YC took J-80 honors. In Division 2, Non-Spinnaker, NSYC's Richard Raskin and his *Osprey* crew took 2<sup>nd</sup>, with Peter Trunfio of Harlem YC and his *Annandale* crew placing 3<sup>rd</sup>.

But the measure of the success of the Day Race is not only the fine sailors who competed or the closeness of the competition; it's the recognition NSYC receives as a sanctioned member of the Yacht Racing Association (YRA); it's the bonds we make with others in the sailing community; and it's the teamwork, spirit, camaraderie, and, yes, dedication of the NSYC members that made it happen—and happen well.

Recognized for their contribution to NSYC by the Commodore and Bridge are the Launch, Race and Race Collation Teams:

**Launch:** Capt. Vic, Cole Martinez...service to and fro the mooring field for our guests

**Race:** Marc Epstein, Marvin Covitz, Howard Goldman, "Captain" Howard Hirschmann and his Race Committee Boat *Sails Meeting*, Roy Israel, Bruce Logan, Bill and Mary Lu Palafox, Richard Raskin, Andrea Watsony

**Race Collation:** Ken Magida, Lloyd Herman, Julie Herman, Richard Raskin, Arlene Kase, Marvin Covitz (meaning they did all of the work making and running the post race party—which was great), and Mary Lu Dempsey-Palafox for superb chili.

Special thanks to Bob Ebenau, who contributed to race announcements, online registration, past history, documents and advice, which helped, make this race happen.

To all who made the 2014 Day Race a success—As Navy old-timers say..."Bravo Zulu !!!"

Results - 2014 NSYC DAY RACE											
May 31, 2014											
DIVISION:	I	Spinnaker		DIV I. START:	11:08 AM		DISTANCE:	15.50	COURSE:	A	
BOAT NAME	SAIL #	OWNER	Boat Type	Affiliation	H'CAP	CORR	FINISH	RACE TIME	CORRECTED	POSITION	
Liquid Courage	51050	Dan Herron	J-105	NSYC	84	1302.0	1:27:15 PM	2:19:15	1:57:33	1	
Terrapin	55655	Jon Litt	Andrews 68	Riverside YC	-81	-1255.5	12:47:00 PM	1:39:00	1:59:56	2	
Upsetter	381	Jason Visellear	J-80	Huguenot YC	129	1999.5	1:44:46 PM	2:36:46	2:03:27	3	
Courageous	1313	Gary Panariello	J-80	NSYC	129	1999.5	1:46:50 PM	2:38:50	2:05:31	4	
Seaduced	285	Landy/SooHoo	J-80	CIYC	129	1999.5	1:53:10 PM	2:45:10	2:11:51	5	
Speedway Boogie	165	Chris Brady	Colgate 26	Hempstead Harbour	159	2464.5	2:02:29 PM	2:54:29	2:13:25	6	
Vision	637	Marc Epstein	J-105	NSYC	84	1302.0	1:44:20 PM	2:36:20	2:14:38	7	
Excalibur	381	Charles Hurd	J-30	CIYC	135	2092.5	2:12:20 PM	3:04:20	2:29:28	8	
DIVISION:	II	Non-Spinnaker		DIV II. START:	11:16 AM		DISTANCE:	15.50	COURSE:	A	
BOAT NAME	SAIL #	OWNER			H'CAP	CORR	FINISH	RACE TIME	CORRECTED	POSITION	
Engarde	50872	Charlie Cannam	J-105	NSYC	99	1534.5	2:02:20 PM	2:46:20	2:20:45	1	
Osprey	390	Richard Raskin	Alerion Exp 28	NSYC	177	2743.5	3:19:10 PM	4:03:10	3:17:27	2	
Annandale	13677	Peter Trunfio	Pearson 10M	Harlem YC	168	2604.0	3:21:00 PM	4:05:00	3:21:36	3	
Avalon	52896	Jeffrey Koch	Jeanneau S049	NSYC	108	1674.0	3:23:20 PM	4:07:20	3:39:26	4	





## The Racing Form

### NORTH SHORE YACHT CLUB RACE COMMITTEE

North Shore Yacht Club, as well as other participating yacht Clubs in the Cow Bay Racing Association, is required to attend/officiate on the Worry Wart for selected dates. We are required to have at least two members at each of our Race Committee dates to represent the North Shore Yacht Club Race Committee. Besides servicing one-design racers, the race committee also services the various NSYC Club Racers and the NSYC Day Race and Moonlight Regatta.

#### NSYC Race Committee Dates are Saturdays & Sundays

May 10-11	June 7-8	July 5-6
July 26-27	August 23-24	September 6-7
	September 20-21	

*Serving on Race Committee is a privilege of yacht Club membership and maintains a century of yachting tradition on Manhasset Bay. Race Committee service is credited as four hours of work obligation. **Volunteer with the Race Chairman, Marc Epstein, at [marcepsteinod@hotmail.com](mailto:marcepsteinod@hotmail.com)**, who will provide you with all necessary instruction.*

***Reward yourself, NSYC and the sailing community, and even earn work hours, by joining a Race Committee !***





## What is AIS?

The **Automatic Identification System (AIS)** is an automatic tracking system used on ships and by vessel traffic services (VTS) for identifying and locating vessels by electronically exchanging data with other nearby ships, AIS base stations, and satellites. When satellites are used to detect AIS signatures then the term Satellite-AIS (S-AIS) is used. AIS information supplements marine radar, which continues to be the primary method of collision avoidance for water transport.

AIS is a mandated system requiring all commercial vessels, and some pleasure crafts, above a certain size, to report their GPS coordinates periodically. This information is broadcasted over VHF frequencies and include an identification code to identify the sending vessel.

Most newer VHF receivers are equipped with the ability to receive such information and display various levels of details.

It is obvious that if you have a periodically updated GPS coordinates of a vessel, you can compute, and display, the vessel location, speed and trajectory.

If you don't have such a VHF receiver, you can use a number of AIS apps deigned to monitor AIS data in your vicinity and display all relevant information regarding vessel near you, on your smart phone or tablet. Fltmon is one such application.

Some of the applications are free and others charge a low fee. Such applications can be deemed essential if you sail at night or in low visibility conditions.

If you have a VHF radio equipped with AIS feature, I urge you to register it so that you will broadcast your location at all times making sure you are "visible" to all commercial crafts near you. Better than a radar reflector.

Sail safe,

**Yehuda Rosenstock**

## Ahoy, mates!

We are updating our Facebook page and welcome everyone to contribute in the form of a photo, comment or funny yarn. Please go to your Facebook page and search *North Shore Yacht Club*; we're the one with the blue 'orb' and simply 'LIKE' the page. We look forward to seeing photos from everyone in NSYC family.

For any questions, kindly contact Berni Koch ([berni@intersessions.com](mailto:berni@intersessions.com)) or Howard Goldman ([howard@dlsny.com](mailto:howard@dlsny.com)) and they will walk you through the process.

*\*Please note, you will be unable to view/submit to the page unless you are a member of Facebook. Joining Facebook is easy and painless. Simply go to Facebook.com and establish an account.*

# Kid's Corner

Arlene Kase

For this issue of the Blinker we asked some of our younger members to answer some sailing questions:

1. What kind of a sailboat do you sail and what is its name?
2. How big is it?
3. Do you ever sleep over?
4. If you do, what is the longest you have lived on your boat?
5. Are you learning to sail? or just having fun aboard?
6. What do you like to eat on the boat?
7. Do you invite friends to sail with you?
8. If you could sail your boat anywhere, where would you go?
9. When you grow up, do you think you will have your own sailboat?

Below are some of the answers

**Our Fleet Captain, Linda Kulla sails with her daughter Cecile who is 5 years old. With some help from her mom, Cecile answers the questions in her own style:**

- (1) *Our boat is a New York sailboat. The name is Windy.*
- (2) *It's as big as a whale!*
- (3) *No, I don't sleep over*
- (5) *I'm having fun learning to sail.*
- (6) *We eat everything except corn.*
- (7) *Yes, I invite friends to sail with Yes,*
- (8) *I think I'll have a sailboat when I grow up*
- (9) *I'd go to Arendelle, where Princess Elsa & Princess Anna live.*

**The Club is happy to welcome back Tim and Alison Mummers and their twin sons, Rigel and Tobey who are nine years old. This is what they have to say about their boat and sailing:**

Both boys know their boat:

*Our boat is a Catalina 30 and its name is Bilge Satori.*

*When asked, "What do you like about sailing?" Rigel said:*

*I love to sleep on the boat. I like when I rock back and forth, but I'm tired of my parents trying to steal me and my brother's bed! That is why I like to sleep on the boat.*

*I like to eat sugar cookies on the boat.*

*When I grow up, I think that I will definitely have my own sailboat.*

*Dad wants all of us to know that Rigel and his brother have managed to sleep in the v-berth since they were 3 years old. He feels that Alison and himself now deserve their turn to sleep there!*

*When asked "What do you like about sailing?" Tobey said:*

*There are three things I like about sailing. Sailing helps you spend time with your family and friends. Sailing is a fun activity for kids and adults. Sailing is like an adventure. That's why I like sailing.*

*My favorite food to eat on the boat is pizza.*

*When I grow up I will definitely have my own sailboat.*

Tim and Alison feel that sailing is a new adventure with every cruise they share with the boys.

**North Shore Yacht Club welcomes back for their second year of membership, Eva Sundman and Peder Olofsson. They are very accomplished sailors and their son Viggo shared his answers to the sailing questions.**

Viggo is turning 12 this June.

*We sail a white French boat with a dinghy in tow. Its name is ChAt and is big enough to play hide and seek! Our family sleeps on our sailboat all of the time. The longest we have stayed on it is 17 days straight. My brother, Tor, who is 10, my sister, Eleanora, who is 7 and I are learning to sail while aboard. For fun we practice our instruments. We play horns and we also have an electric piano that we use. We have lots of fun imagining new uses for our swim platform. Sometimes we invite friends to come along. When it is time to eat I like sandwiches, croissants and cinnamon cookies the best. Our sailboat is safe enough and large enough to cross the ocean. If I could sail it anywhere I would sail it to Sweden where my family comes from. When I grow up I think I will have my own sailboat to sail. Just a small one, however!*

***The children are a refreshing and wonderful addition to our Club. We enjoy watching them grown into sailors with a love of the water.***