



September 2011



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From the Publisher

(This incident has import for all NSYC members. Each of us will draw our own conclusions. Names have been redacted for privacy.)

Man overboard boat is from NSYC

Coast Guard: Person overboard not a NSYC member...a crew member. Man overboard recovery-assist boat was Vision (NSYC). As of yesterday (Friday), the man is in North Shore Hospital in a medically induced coma to treat respiratory issues due to water intake during the event. The hospital reported that hopefully he will not have any brain damage associated to the boom hit.

Brief Facts from Vision crew perspective - Event took place after finishing Thirsty Thursday around 9:00PM..breeze about 9 knots.

As the crew member went overboard, the boat called "Mayday" which was also heard by NSYC's "Vision." Vision's crew immediately conducted a flashlight search and located 2 persons trying find and assist. Once he was located and collected by the in-water rescuers, Vision immediately supplied flotation and rescue lines and and hauled him and the rescuers to Vision's stern ladder....followed by immediately placing him securely on the stern platform. CPR was immediately rendered by a rescuer with the Vision crew ready to assist as CPR back-up while holding him securely on the stern platform.

This was the situation when Coast Guard and local rescue arrived and took over the rescue effort.

Crew member: I was sailing with them last night! We had a horrible accident after the race. One of our crew member's was hit by the boom and ended up unconscious in the water. He had no life vest on! If it would not have been for the large flashlight which he was holding, we would have never found him below the water surface!

Maybe you will inform racers that you should wear a life vest, especially in the dark!

Overboard Crew Member: Thank you for forwarding these messages. I'm home and my recovery is continuing. I appreciate all the expressions of support and concern offered by other Thirsty Thursday competitors.

I want my experience to be a message for all that we need to think about improving the safety of night racing in particular. I've already started the conversation about life vests, night reflectors and other things that might help save a life in the future. I owe my life to the exceptional efforts of a significant number of people. NSUH used the expressions "clinically dead" and "acute respiratory failure" (i.e., I wasn't breathing) to describe my intake condition, so it was a very close call. I don't want there to be a "next guy" who turns out to be less fortunate than I was.

★ ★ ★ ★ From the Commodore

Well it's been a while since the last Blinker and we have much to tell. The Summer is gone and Autumn is here. It is a good time to check the Club activities calendar as we still have a number of very important events on the horizon. It is also a good time to reflect on some of the activities this past summer. July saw the Epstein Trophy, August saw the Moonlight Regatta and Commodore's Cup. Thanks to the outstanding efforts of our Entertainment Committee, our Theme Party (a Hawaiian Night theme) was well attended and great fun. We had an incredible Lobster and Clam Bake with a menu including those tasty crustaceans exceeding 3 pounds apiece, (for the price of a pound and a half what a deal!). Choice sirloin steak cooked to order. It literally rained steamed clams tastefully prepared by past Commodore Warren Greenhouse, corn on the cob all capped off by ice cream sundaes. The event was an overall smashing (literally) success.

The Commodore's raft up saw 4 boats and many members attend for a beautiful evening of friendship and food at the end of the Bay. And I can report that the Commodore's Cup this year was won by Linda Kulla sailing "Windy" and she was given a rousing cheer as she sailed by the raft up. Our Club and Fleet did not suffer any major damage due to Tropical Storm Irene thanks to the diligent preparation by our Steward, Captain Vic. Our moorings and club were prepared and battered down in plenty of time to resist the storm. No boats were damaged and our Fleet made it safely through. Our lower deck and bulkhead did sustain some damage and will be repaired as soon as possible.

I also want to report that your Bridge and the By-laws Committee have been hard at work on the draft revision to the Club By-laws. And the Draft is ready for the Fall Membership meeting. Please check your mail for the documents as well as the agenda and minutes of the last meeting. The draft was sent to all via e-mail blast recently so also check you in-boxes. Please plan to attend the Fall Membership meeting on October 15th at 9AM as a "special" meeting will be held to vote on the revised Draft.

Also by now, I hope you have noticed the excellent work our Entertainment Committee has been doing to bump up our social events, our chairmen is in need of help so if you are interested give Joe Stigliano a call and volunteer. Please also make plans to attend our Annual Dinner Dance it is the highlight of the year and a great way to cap off the season. Information as to time and place will be sent out soon. 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! But as always we could use more help, so don't be shy, join in and you will not regret it.

On a frightening note, tragedy was avoided during a Thirsty Thursday race when a crewmember was knocked unconscious and overboard on a return leg of the race. It was only by the quick thinking and heroic action of the crew of the effected vessel as well as that of the crew on Marc Epstein's "Vision" that tragedy was avoided and the "victim" rescued and is able to make a full recovery. It cannot be stressed enough to practice man overboard drills and wear your life vests as you will never know when you will need them.

Rosemary and I wish you fair winds and calm seas until your travels bring you safely home during this most beautiful of seasons.

...Commodore Mario (Butch) Rufino





Dates To Be Remembered:

- **September 24-25 — Octoberfest Cruise**
- **October 15 — Fall Membership Meeting,**
at the club 0900 hrs
- **November (TBD) — Dinner Dance**

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Your key to happy sailing

BY DAVE BARRY

You should go sailing. Nothing is more relaxing than getting out on the open sea, far from the workaday world and decent medical care.

One of the most rewarding experiences of my life was the time I sailed with a group of friends from Florida to the Bahamas, which is a distance of about 75 miles by airplane and about 325,000 miles by sailboat, due to the large amount of going up and down and sideways. Seconds after we left the dock, all of us started to feel queasy, except for my friend Buzz, who felt hungry. Buzz went downstairs and came back with the largest, greasiest plate of corned-beef hash, enough to feed a rural Peruvian village for a year, which he decided he didn't want to eat right away after all, so he set it down, waiting for his appetite to come back, and we all sat around watching it congeal under the Florida sun, until we realized that we were too sick even to commit suicide, at which point the captain, who had been looking at some nautical maps, announced that we would come within sight of the Bahamas in another eight to 10 hours. It was so nautical and rewarding that to this day I cannot think about it without having to sit down and put my head between my legs.

If you really want to enjoy sailing, you'll need a boat. The major categories of boats are schooners, tankers, galleons, bowsprits, ketches, windjammers, whalers, pirate ships, catamounts and liners. They are all basically the same. The best kind of boat is one that:

- * has a bathroom, and
- * somebody else has paid for.

The second feature is very important. Boats are extremely expensive, and you don't want to spend a lot of your own money on something that is likely to crash and sink. So you want to hang out where wealthy, boat-owners hang out, such as horse shows or the State Department, and persuade one of them to lend you his boat. What you do is you sidle up to a likely prospect and engage him in a conversation wherein you subtly display your knowledge of sailing:

You: *Hello there. It certainly is a fine day, isn't it?*

Wealthy Person: *Yes, it certainly is.*

You: *Belay those scuppers. Nor'easter off the starboard job. Avast.*

Once you're on the boat, you should observe safe nautical procedures. This means that, at all costs, you must avoid moving the boat. Moving the boat involves steering and raising the sails and tying knots and so on, all of which can lead to property damage and death. So the first Sailing Rule of Thumb is: Always keep the boat tied to a large, immovable object or better yet, on dry land.

If you absolutely must move the boat, check to make sure that the wind is blowing in the right direction (horizontally), then raise the sails. As they start to fill with wind, the boat will gradually start to move majestically in some random direction, and you will experience the thrill of traveling in the same manner as Ferdinand Magellan and Captain Cook, both of whom were killed by savages on wretched little islands.

Once the boat is under way, your job is to issue commands to the crew, in which case you should fire a few marine flares at nearby boats to let them know you need assistance.

If you do have a crew, you must remember they are depending on you for their safety and well-being. You must be ready to issue commands clearly and quickly in the event of nautical emergencies. The most useful commands are:

* *"Here, you steer the boat."*

* *"Why don't you steer the boat?"*

* *"It's perfectly all right with me if you steer the boat."*

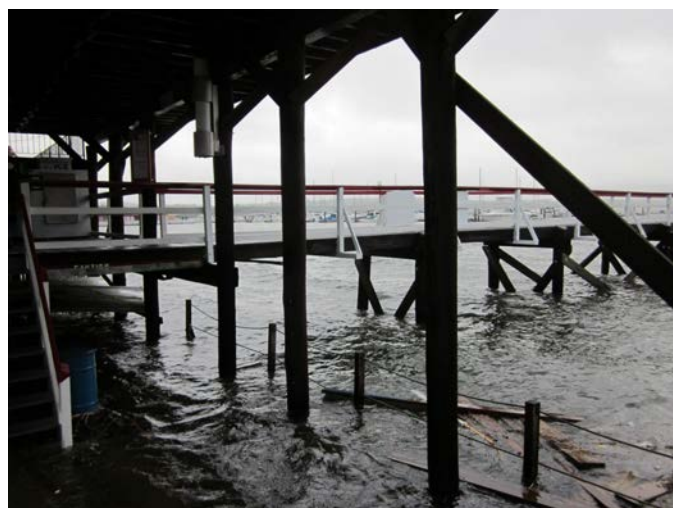
While your crew is steering the boat, you should locate the horizon, using a sextant or marine calipers, then set a course that will get you back to land as soon as possible without hitting anything. Bear in mind, though, that under International Sailing Commission Rules, you are not allowed to sail directly toward anything. If you want to go in one particular direction, you are required to sail in some other direction. This is called "tacking," and if you fail to do it, you could be torpedoed by Coast Guard patrol boats.

The best place to sail to is a yacht club where the owner of the boat you are using has a charge account. Sailing into yacht clubs can be tricky, because they usually contain a great many boats. So you, as captain, will have to call on all your reserves of nautical skill and leadership. Look the situation over carefully, gauging the wind and the current, then issue this command to your crew: "Sail into that yacht club over there and stop the boat without hitting any of the other boats." Then go to the downstairs part of the boat (in nautical terms, the "downstairs part of the boat") and rummage around for the wealthy boat-owner's liquor until the boat is safely anchored or has run into the land.

Contributed by Jim Thompson



Hurricane Irene





“It’s That Time Again”...Fall 2011 Work Parties

The North Shore Yacht Club will be organizing work parties for **Saturday and Sunday November 19-20 and Saturday and Sunday December 3 and 4**. All able bodied members are encouraged to participate.

The Dock Work Party will muster at 8:30 AM sharp. For all participants pizza will be served at lunchtime in the club house at 12:00 noon each day. Please come by and enjoy the day working side by side with your fellow club members. Your participation will help to keep our club operating costs down.

The work will consist of the following:

BUBBLER REMOVAL WORK

Charles Cannem will be heading up this team. This will be the first task on Saturday, November 19. Interested crew members will install the protective bubblers around the dock for the winter. It would be optimal if the members who were previously on this team come back again this season. Nothing beats an experienced and knowledgeable team.

TEA HOUSE

General crew members without specific skills or experience can scrape the railings and paint the top rail red/white. This work is scheduled to take place on Sunday, November 20.

DOCK



The walkways and railings on the dock need annual maintenance. Work includes replacing broken or rotted railings and repainting the wood with a coat of white/red paint. A few wooden planks on the dock are worn and need to be replaced. The railing by the stairs also needs to be replaced. Bill Fish will head up this team again. Work is scheduled for Sunday, November 20.



LAUNCH WORK

Jim Thompson will take care of changing the oil and filters on the launches. Additional crews are needed to remove life jackets, fender, etc. and stow them in the club storage locker below the clubhouse. Work is scheduled for Saturday, November 19.

MOORING FIELD GEAR

Pennants, mooring lines, & floats will be pulled and will need to be cleaned prior to storage. A new gas powered washer will be used for cleaning (gunk, mussels, barnacles, etc.). All work shall be performed on the dinghy dock to prevent any damage to the wooden dock. Workers are advised to wear Slickers Raingear for this work. Work will need to be performed on Saturday, December 3 and Sunday, December 4.

CLUBHOUSE WORK

PAINTING

Some painting is needed in office and storage room areas. This work can be done on Saturday, November 19, and Sunday, November 20.

FRONT ENTRY

The umbrella at the front entry over the door needs to be shored up and repaired. We can do this project on Saturday, December 3 so that it does not interfere with other work parties, as the front door will be blocked.

As you can see, there is a lot of work to be done and hopefully the weather will be in our favor.

Please remember to dress accordingly and bring work gloves if you have them. A limited number of pairs of extra work gloves will be made available to those who do not have them. For those experience crews, please bring any tools or hardware that may be required. Also, please remember to walk carefully around the dock as there will be many obstructions during the work progress and be careful when using any power tools. **As always, safety is our prime concern!**

Regards,
Bob Dunn
Fleet Captain





Cruising Corner

Commodore's Raft-Up

Despite the cloudy, overcast afternoon, 4 boats set fenders and tied on to each other for the Annual Commodore's Raft Up on Saturday, September 10th, near Leed's Pond in Manhasset Bay. Ron Gold set his anchor while Ken Magida and Arlene Kase on Forever Young approached on his starboard side. Soon Sounion, co-captained by Paul and Lily Meilink were secured to Forever Young.

Later, Jim and Linda O'Brien on Wynsum tied on to Indecision's port side to complete the raft up. Several members arrived by NSYC launch to enjoy the company and the wonderful food. As the moon came up, we came apart and headed for our moorings, some of us spending the night aboard, while others continuing the party, danced to Latin rhythms at a local restaurant.

Commodore's Raft-Up Pictures



the Commodore



The Racing Form

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 of the Club Race Series for 2011 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

Epstein Trophy:

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

Snyder Cup:

1 st	<i>EnGarde</i>	Charlie Cannam
2 nd	<i>Liquid Courage</i>	Dan Herron
3 rd	<i>Vision</i>	Marc Epstein

Commodore's Cup:

1 st	<i>Windy</i>	Linda Kulla
2 nd	<i>EnGarde</i>	Charlie Cannam

NSYC Winning Boats:



Thirsty Thursday Results:

The results in the CBCA Thirsty Thursday Spring, Summer and Overall 2011 season results for our NSYC boats are:

Spring Series

Division II:

1 st	<i>Rosie</i>	Ron Fink
2 nd	<i>Vision</i>	Marc Epstein
3 rd	<i>Irish Blessing</i>	Ed Gillen
4 th	<i>EnGarde</i>	Charlie Cannam
7 th	<i>Liquid Courage</i>	Dan Herron

Division III:

1 st	<i>En Passant</i>	Bob Ebenau
2 nd	<i>Sundance</i>	Joel Ziev
9 th	<i>Serenity</i>	Jacques Blinbaum

Division III (Cruising):

1 st	<i>Serenity</i>	Jacques Blinbaum
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Summer Series

Division II:

1 st	<i>Rosie</i>	Ron Fink
2 nd	<i>Vision</i>	Marc Epstein
3 rd	<i>Irish Blessing</i>	Ed Gillen
4 th	<i>EnGarde</i>	Charlie Cannam
5 th	<i>Liquid Courage</i>	Dan Herron

Division III:

1 st	<i>En Passant</i>	Bob Ebenau
7 th	<i>Sundance</i>	Joel Ziev
9 th	<i>Serenity</i>	Jacques Blinbaum

Division III (Cruising):

3 rd	<i>Serenity</i>	Jacques Blinbaum
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Combined Spring and Summer:

Division II:

<i>Rosie</i>	Ron Fink
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Division III:

<i>En Passant</i>	Bob Ebenau
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Cruising Division:

<i>Serenity</i>	Jacques Blinbaum
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Overall Best Score Spring and Summer:

<i>En Passant</i>	Bob Ebenau
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Race Committee

The skies and weather reports for early Sunday, August 21 were ominous; rains, high winds and hail were pelting southern Jersey—but there was some chance that Manhasset Bay would not feel the worst of the storms. We were experiencing 15 to 20 knot southerly winds with small white caps, but your intrepid NSYC race committee, who had Worry Wart duty for the PHRF and one design races that weekend, decided to take the work boat loaded with our equipment (flags, lunch and tackle) out to the 'Wart and see what developed. It was a bumpy ride but the 'Wart itself, when we tied up and unloaded, was shipshape, stable, warm and dry.

The RC kept in touch with both Manhasset Bay yacht club, where the majority of the racers were, and our club for updates on the weather and to check-in for safety. Well, the skies cleared, the winds moderated to a brisk southerly 15 knots (which remained consistent all day) and we 'dressed' the 'Wart with our RC flags and were able to conduct three thrilling Sonar races over the next two hours.



Race Committee is exciting and gratifying. It's filled with camaraderie and on the water activities which mark the few hours that we contribute a natural part of our sailing and cruising community. We know that we continue to maintain a long and admirable yachting tradition—and receive work credit to boot. Let's all do our part for our club' for yachting and our own personal satisfaction and join future NSYC Race Committees!

Bob Ebenau, NSYC Race Chair, PRO





Moonlight Regatta

It was a dark and stormy night...—, well, actually, it wasn't *that* bad, although no moon was visible that evening. It was overcast and the rain didn't start until after midnight—enough time for the Cruising class to be back in from their 17 mile course. The same was not the case for the Spinnaker class; they had a 30 mile course and got a thorough soaking, finishing in the early morning hours. At least the wind wasn't ferocious (anything but) with some of the boats becalmed (and wet) until the wind again filled for a damp run back to the finish. Maybe this race will be remembered as the *Moondirp* regatta. Here here to all the competitors entered, and especially those that persevered to and placed at the finish. Let's look for fairer weather in the future.

The results are:

Spinnaker Class:

- 1st *Tiburon*
- 2nd *Cinderella*
- 3rd *En Garde*

Jared Reeves
Charles Lamberta
Charles Cannam

Cruising Class:

- 1st *Vision*
- 2nd *Alviento*
- 3rd *Paradox III*

Marc Epstein
Tony Sklarew
Jay Dubowsky





Moonlight Regatta Breakfast Pictures



The Racing Form

Laurie Jury (NZL) Wins 2011 Knickerbocker Cup

Laurie Jury, Zoke Kiwimatch (NZL), with crew Logan Fraser, Michael Edmonds, Jarl Brothwick and Matthew Stevens has won the 2011 Knickerbocker Cup. Sally Barkow, Team 7 Match Race (USA) was second, followed by Nicolai Sehested, TRE-FOR Match Racing (DEN). Due to light wind on both days and lightening storms interrupting racing on Thursday, the regatta ended before the completion of the round robin, forcing the results to be calculated on a percentage basis. For his efforts, Jury and his team will have his name permanently affixed to the Knickerbocker Cup along with other match racers such as Dave Perry (USA), Ed Baird (USA), Terry McLaughlin (CAN), Paul Cayard, USA, , Peter Gil-mour, (AUS), Russell Coutts, (NZL), and the newer hot match racers Reuben Corbett (NZL) and Phil Robertson (NZL). They also receive an automatic entry into the Argo Bermuda Gold Group Cup at the Royal Bermuda Yacht Club in Hamilton, Bermuda in early October.

Racing at the Knickerbocker Cup is by invitation only, but Mother Nature must have missed that email and sent Irene to leave her calling card. By end of day Friday, the local Office of Emergency Management had closed to bay to all activity and began evacuating residents with homes on the perimeter of the bay. The officials in New York City announced plans to shut down airports, subway and bridges by 2:00 pm on Saturday. Manhasset Bay YC, the Organizing Authority, pulled the plug on racing Friday night and held the Awards Ceremony immediately after scores were made available.

Race Committee tried valiantly to catch some wind on Manhasset Bay on Thursday; but with light wind, then a 2-hour thunder and lightening storm delay, they were lucky to have completed the first 11 flights. Everyone had high hopes for finishing the 22-flight round robin, but again the wind was light, and shifting all over the bay. Those who were able to catch the win were rewarded with crossing the finish line first. Lucky for us, this year the Knickerbocker Cup had the Swedish Match 40's with their huge mains that helped in the light wind.

Though it was unfortunate that all competitors didn't get a chance to have a go at all eleven team, such is the nature of sailing. At the end of the day, it was Laurie Jury who played the wind shifts and had a stellar performance. He is one of the four teams who will move onto Oakcliff to compete for the Grand Slam Series. At this point, he is in the lead with two second-lace wins in Chicago and Detroit. With his win here at the Knickerbocker Cup, it will be interesting to see what the other three teams – Nicolai Sehested, William Tiller and Taylor Canfield have in store for Jury. Whoever takes the prize, they will be rewarded with an automatic entry into the 2012 Congressional Cup out in Long Beach, CA.

Special thanks to Dawn Riley, Executive Director, Oakcliff Sailing Center, for loaning their Swedish Match 40s to the Knickerbocker Cup.

For more information and for live streaming video:
www.knickerbockercup.org

2011 Knickerbocker Cup Final Scores

1.	Laurie Jury	NZL
2.	Sally Barkow	USA
3.	Nicolai Sehested	DEN
4.	William Tiller	NZL
5.	Shawn Bennett	USA
6.	Taylor Canfield	ISV
7.	Jon Singsen	USA
8.	Reuben Corbett	NZL
9.	Olli-Pekka Lumjarvi	FIN
10.	Robbie Allam	GBR
11.	Jordan Reece	AUS
12.	Bruce Stone	USA

Andrea Watson

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NSYC Hawaiian Party

July 16, 2011

see all the pictures at: <http://www.nsyk.net/gallery/gallery.htm>

With our appetites, dancing feet and Hawaiian clothes ready on July 16, the North Shore Yacht Club was transformed into a Polynesian paradise! Delicious tropical cuisine and alcoholic concoctions were served. Hawaiian and Calypso music was playing all night for our dancing and listening pleasure, and there were games for children of all ages.

It was not necessary, but many of our members wore tropical, colorful shirts adding to the festivities. There were leis, floral hairclips and other trinkets to help accessorize our Hawaiian style.

The bar was open early and throughout the party, and the tropical food was as we like it—delicious! Thanks you, thank you Debbie Cohen for all of your hard work. It was sure worth it. This was one *hukeelau* that was not to be missed!



