SINGLES UNDER SAIL, INC.

THE MASTHEAD

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November 2020

Photo By Len Lipton
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### BULLETIN BOARD

#### UPCOMING EVENTS

**Click on event to get full details**

- **Nov 15** **Skipper’s Program Meeting**
  7-8:30 pm ZOOM

#### CALLING ALL SUS’RS

The Masthead welcomes your comments and contributions. Submit articles, photos, anything you would like to share with SUS members. And of course any reactions to our content. Submit to [SUSMasthead@gmail.com](mailto:SUSMasthead@gmail.com)

**We want to hear from you!**

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Happy belated birthday (Oct 23) to Jane Deyoe! Sorry we missed announcing it.

#### November Birthdays

- Cynthia Bunt-Gardner, 11/4
- Alison Merlo, 11/6
- Ronnie Ross, 11/15
- Joseph Payea, 11/17
- Richard Takatsch, 11/18
- Michael Smith, 11/23
My brother-in-law, George Robertshaw, is a brilliant ship’s carpenter. During Covid, while isolating at home, he was looking for a project and he got in touch with boat yards to find a ‘special boat.’ Here it is - SPECIAL INDEED!

So, George went to work. I was able to follow his progress, and it was a journey! Knowing what I know to be true about George, I NEVER DOUBTED the outcome. HERE IT IS, an old beauty!

Like our SUS boats which will soon be tucked in for the winter, ‘Jack Tar’ will be put on ‘hold’ and will be launched next spring and we will ALL be sailing again!

I share this with you, not only for the story of a beautiful classic boat being restored, but for the faith it exhibits in the future. George WILL SAIL in his beautiful restoration.

SUS members will also sail again! We were fortunate this summer to have a Commodore who began our sailing season, following state guidelines, as soon as we were able. We started with day sails, 3-4 to a boat in most cases and it worked. Some skippers eventually ventured into weekends, one air space per boat per person! We have been so blessed in our club with prudent, honest, healthy people, each and every person being given an opportunity to sail IF THEY CHOSE TO DO SO.

I exhort you to hold on to prudence, health and faith and to keep hope alive and vibrant within. I hear lots of people getting tired of our situation and feeling stressed about what we will face in the coming months. I get it, but I also know better than to stay stuck in the ‘woe is me’ mode. It is a dangerous place to hang out! Better by far to pull out old pictures of sail-aways and remember the laughs, remember the friends, the clouds, the wind, the crisp white sails, the ‘diamonds’ sparkling across the water, the sunrises and the quiet sunsets as we sit on deck looking out on our beautiful world and contemplate the great BOUNTY OF OUR GOOD FORTUNE!

To continue to do this we MUST stay healthy and hold on to HOPE and the promise of NEW BEGINNINGS. As Jack Tar would say, ‘Ahrrr, Ayeee, Eeeeé... which I think was the inspiration for Christopher Cross’ song “Sailing”, just click on it.

Terry

(comments are welcomed, please submit to tclaga@yahoo.com)
Happy end of season, sailors. As I write this short notice, I am looking forward to attending the SUS party at Rive Bistro in Westport on Oct. 25th – hope to see many of you there.

The Nominating Committee has met via Zoom on two occasions. I want to take this opportunity to thank all of the members (Janet, Teresa, Gary, Tom, Aija and Bill) who have dedicated time for the meetings and to contact members to consider open positions. From my point of view the Club has been well served by their ideas, recommendations, and overall participation.

We have several recommended candidates for 5 open Board positions. However, the slate to present to the Board on November 5th is still open and being formulated. So, if you are interested in serving in any of these positions, Vice President, Treasurer, Programs, Special Events, and Membership, or want to nominate other SUS members, please let me know.

The 2020 sailing season was more successful than we first thought possible as skippers managed to take many of us SUS members sailing. We are all looking forward to more opportunities to get together post corona virus.

Cheers,
John Cravenho 917-693-5435 jcravenho@gmail.com

Vice President’s Message—John Cravenho

Keeping your boat safe and in good working condition

Following up on last month’s article on the USCG regulations on the topic of ways to keep your yacht safe and in best working condition, you should consider going through the SELF-SURVEY CHECK OFF GUIDE found at the end of this newsletter. You will find that you will experience significantly fewer breakdowns and increase the resale value of your boat.

Also, for those of us who have put our boats to bed for the winter, some best practices to follow include:

- Make sure you check the stands a few times during the layup season.
- If batteries were left on the boat, make sure they stay charged so they won't freeze.
- Keep the winter cover well strapped down.
- Open up all water valves to minimize freezing in case any water was left in the line.
- Make sure you open the water heater escape valve.
- Don’t leave anything on your yacht that can freeze.
- Pour some anti-freeze in the bilge and open any winter drains.
- Open all drawers and cabinets to help prevent mildew.
- Make sure you have properly winterized your motor, freshwater system, and sanitary systems.

I am sure I have missed something, but this is a good start.

Let us all stay safe during these trying times and hope for an early spring and an end to CORONA.

Captain Pete
(comments are welcomed, please submit to sloopquest@aol.com)

Commodore’s Corner—Peter Luciano
“It was the best of times and it was the worst of times.” Looking back on the 2020 sailing season, these words from Charles Dickens *Tale of Two Cities* seem appropriate. With ingenuity and persistence, SUS sailing activities have continued, thrived, and we now look forward to 2021.

As the sailing season ends - the clocks turning back this weekend and the temperatures cooling, the SUS skippers are already planning for the 2021 sailing season. It is still too early to tell what 2021 will bring to the sailing communities and the impact Covid19 will have on next years’ plans, but looking back, what we do know is boating survived! Large sailing events and club activities had to be cancelled, but overall, there has been a resurgence of outdoor and individual on the water events and a significant increase in boat sales reported!

As we wait for improvement in pandemic infection rates and the upcoming vaccine, lets fight pandemic fatigue with patience, ingenuity and persistence caring for our families and communities. Masks and social distancing benefit us all.

So here are some ideas on how to spend the upcoming months before the next sailing season begins:

SAILING/HAULING BOATS TO HOME PORT: Help winterize the boats. Many boats are already out of the water and on the hard. But you can reach out to your favorite skipper and see how you can help.

MAINTENANCE AND REPAIR: A head start on maintenance and repair can mean less to do in the spring! Check with the skippers.

SHARE YOUR SAILING MEMORIES! Write about your SUS stories and experience, sort out your photos and send them to Ida (SUSMasthead@gmail.com) for publication in The Masthead and/or posting on our web site photos page.

LEARN SOMETHING NEW: Navigation is a great way to improve your sailing experience and skills, familiarize yourself with charts of some of our ports of call, such as Oyster Bay, Huntington Harbor, Northport, Norwalk, Greenwich, Manhasset Bay, Stamford, New Rochelle. If anyone is interested in this idea, or other learning activity, let me know and let us organize some sessions during the winter months. Zoom provides a good platform for getting together and sharing our ideas and experiences. Provisioning and cooking for cruising would be a good topic for discussion.

Information on local educational offerings and details are on our website’s Resources page. Local sailing schools’ addresses can be found in the Membership Orientation Package. If anyone is interested in winter sailing classes, many local schools have winter connections/opportunities in the Caribbean, making it a great combination of learning and vacation.

Our love for the water and boats does not have to end because the local sailing season is over. Let us learn something new together this winter to enhance our sailing experiences next year! Your ideas and energy are what keep the club moving forward. Let each of us get involved in planning and sharing ideas as we look forward to 2021.

Many thanks to all, skippers and crew, for showing that even in difficult circumstances, sailing remains alive in SUS!

Janet

*(comments are welcomed, please submit to JCS327@optonline.net)*
When I teach the lesson on “Wind and the theory of sail” I always use a diagram of how the air is moving (the wind) and a sail at the best angle of attack relative to the wind. Of course, the first thing the students ask is where the boat is. At this point there is no boat as we are just discussing how the wind and the sail interact. Depending on the sailmaker’s design the angle of attack is between ten and twenty degrees to the wind. Now, if you’ve been watching telltales, the Windex (masthead fly), or an apparent wind indicator instrument display, right away you say, “hey- I’m confused- I thought we had to head forty five degrees off the wind to fill the sails but it looks like we’re sailing at thirty degrees to the wind”. This is due to apparent wind being slightly different than the true wind- that’s another lesson!

Anyway, the reason we start with the ideal angle of attack is that you want to trim the sails to this angle if you can- so close hauled, close reaching, or beam reaching (do you know your points of sail?) you can trim your sails ideally. Once you bear off to a broad reach and beyond to a run the shrouds get in the way and the sail will be stalled. It happens that because of this the run is the slowest point of sail, reaching is the fastest, and close hauled is in between. You’ve probably had a great sail downwind at some time in your experience, but that depends on lots of wind, which makes up for the inefficiency of the sails. In light to moderate air you can simply watch the knotmeter or GPS and see the differences in speed. Also, the feel of the apparent wind varies- going upwind it feels windier, and downwind calmer.

Now, if you take your sail and wind diagram and place a boat underneath it you can see that the sail remains at the ideal angle of attack (same angle relative to the wind) close hauled through beam reaching but not beyond due to the boom hitting the shrouds. It is important to actually run through these concepts on a boat while sailing.

Future subjects- sail twist, more on true wind
Len Lipton

My experience as a new skipper with SUS — Cindy Bunt-Gartner

Let me start by saying that I can’t say enough positive things about SUS. I was lucky to have joined a few weeks prior to our COVID shut down and so I was able to attend two social events and meet a few members. John Cravenho kindly introduced me to SUS and I am very thankful to him for this. So why did I join SUS….I fell in love with sailing in the BVIs in 2017, took my first sailing class at Longshore Sailing School the following year 2018 and then spent a week on a live aboard doing two ASA trainings in the BVIs in the spring of 2019. Knowing that I wanted sailing to be a part of my life, I purchased Shakaree, my 27 ft. Catalina sailboat a few months later. Wow – did I find out fast that there was a lot more to learn about owning a boat such as docking, maintenance, rigging and navigation to name a few! Fast forward to 2020 and with the aid of SUS members, I made my first crossing of the Long Island Sound, my first overnight on anchor and my first sail home without a functioning motor (thanks to Janet, Dorota and Bob). SUS has turned out to be so much more than a club for me, it is friends, advisors, teachers and assistors on and off the water. My goal when I purchased my boat was to sail to Block Island and I accomplished that this summer, thanks to SUS. A very special thanks to Rick T., Janet S., Bob L., Gary S. and Peter L.
October Activities
SKIPPERS ZOOM PRESENTATION

Thursday, November 19 @ 7 PM

Just click on the link below

https://baruch.zoom.us/j/2888336051

Join us for an entertaining program!

Cindy & Janet will talk about their trials & joys when they sailed to Block Island, &

Peter will expound on safety on boats.

Forwarded by Aija Klebers

1972 Tartan 30, for sale, $8,500.

*Alizé* is a very special boat with “good bones”. She is rigged for easy single-handing, has a new Garmin GMR-18 radar system (great for cruising on the Sound in fog), and an Atomic 4 engine rebuilt in 2003 logging 1,291 hours since then. This is a well-known, comfortable cruising boat that has the highly valued starboard kitchen layout, can sleep six without crowding, and sails beautifully in all conditions.

For further information please contact Howie at 201-390-5892, or Lee Luce at Nyack Boat Club, 845-918-1158

luce01@optonline.net
Please complete BOTH SIDES of this guide to the best of your ability.

Vessel Information

Owner's Name

Vessel Name

Manufacturer

Model

Hull ID #

Length

Document/Registration #

Marina Name or Mooring Location

Please mark Y for Yes, N for No, N/A for Not Applicable or ? if unsure.

Personal Flotation Devices (PFDs/Lifejackets)

Do you have an adequate number of the appropriate type(s) of PFDs for the waters that you navigate?

If vessel is used for Charter, do you have ONLY Type I PFDs?

Is the condition of the PFDs' material and straps sound?

When underway, are PFDs easily accessible on deck or in a cockpit locker?

Do you carry a life ring, throwable PFD or horseshoe, fitted with 30' of floating line readily available when underway?

If you frequently navigate at night, do you have a light attached to your life ring, horseshoe or throwable PFD?

Fire Extinguishers

Do you have an automatic fixed fire extinguishing system in your machinery space(s) that is installed according to the manufacturer's instructions?

Is the automatic fixed system serviced and tagged by an authorized servicing facility at least annually? Last Inspection:

Is the automatic fixed system designed to shut down diesel engines and ventilation fans?

Are portable fire extinguishers located near all exits, galley area, helm and outside engine compartment?

Safety

Do you carry a sufficient quantity of flares with current expiration dates, or an SOS lantern and orange distress flag?

Is your anchor of the proper size, fitted with a length of chain of ample size and rode of ample length for the area of operation?

Is the anchor stowed for easy deployment?

Do you carry a first aid kit and is it replenished annually and as needed?

Is your life raft serviced annually and before any long distance/offshore cruising?

Is your EPIRB a Category 1 or 2 unit and tested annually?

Does your EPIRB have current registration and battery expiration stickers?

Does your gasoline, Inboard powered vessel have a properly installed UL listed Carbon Monoxide Detector?

Do you have an operational smoke detector installed? (for all boats 26' and over in length with an accommodation space)

Do you file a Float Plan with your marine/ friends/family before departing?

Navigation

Is your navigation equipment operable and adequate for your area of operation?

Is your horn operable?

Are the navigation lights operable with no obstructions?

Is your magnetic compass globe transparent without any air bubbles?

Do you have updated/current charts aboard that are appropriate for your area of intended navigation?

Bilge Pumps

Do you have an adequate number of properly installed bilge pumps?

Do you have at least one automatic bilge pump installed?

Are bilges free of oil, debris and loose items?

Do you test your high water bilge alarm each month?

Engine(s) and Generators

If your vessel is gas powered, are the starter motor, alternator and distributor of a marine type?

Are engine mounts in good condition and are the lock-nuts, lock washers in place and nuts tight?

Are your engine and generator checked by a mechanic annually?

Has your engine been completely rebuilt? If so, when ________?

Do you check to determine that there are no fuel, oil or water leaks?

Are all bolts tight and protected from personal contact?

Are all through hull valves in good operable condition?

Are through hull valves closed when the boat is unattended?

Are strainers clean; securing bolts tight; and gaskets in good condition?

Do you keep spare parts and tools onboard?

Electrical Systems

Do fuses or circuit breakers of the proper rating protect connected equipment?

Is all wiring of a marine type?

Are all electrical connections of the crimp type or the equivalent?

(No wire nuts or soldered connections)

Is all wiring bundled, secured away from the bilges, supported and protected from chafing?

Are batteries secured against movement in trays or boxes that will contain spillage, with positive (+) terminals covered?

Do you use a marine type battery charger with an integral ammeter?

Are your battery disconnect switch(es) readily accessible?

Are the battery switch(es) turned off when the boat is unattended?

Are all underwater metal fittings in the bilge area bonded? (except on wood boats)

Are all AC electrical outlets in the galley, head(s), engine room or exposed deck protected by a Ground Fault Circuit Interrupter?

Is zinc consumption normal — recommended one year minimum for all but engine anodes?

If lightning is a hazard in your area of navigation, does your boat have a properly installed lightning protection system?

Do you use portable electric heaters on your vessel?

Shaft(s), Prop(s) and Controls

What is the date and location of last vessel haul-out for maintenance?

Date:

Location:

Does the steering gear operate freely?

If cable steered, are pulleys secure and lubricated, and cables properly adjusted?

Is the hydraulic fluid level full and indicate the proper pressure?

Are the rudder bearings and support in good condition and is the rudder inspected for signs of damage?

Is the packing gland (stuffing box) properly tightened?

PLEASE COMPLETE THE OTHER SIDE OF THIS FORM

ace recreational marine insurance
Please mark Y for Yes, N for No, N/A for Not Applicable or ? if unsure.

**Shaft(s), Prop(s) and Controls (continued)**
- Are the stern tube and hose in good condition and double clamped at each end?
- Do you inspect the prop(s) and shaft(s) for damage and the cutless bearing(s) for wear?
- Do you inspect the rubber bellows and rubber shift cable boot annually on your outdrive?
- Is the propeller shaft(s) free-turning?

**Fuel System**
- Are all components including tank(s) and deck fill(s) properly grounded to the hull ground?
- Are fuel fill and vent hoses of a USCG-approved material and in good condition?
- Are fuel supply hose(s) marked USCG Type A1 or A2?
- Are all connections free from leaks?
- Are tank tops clean with no evidence of leaks?
- Are there shut-off valves at the tank and/or at the engine, and are they easily operated?
- Are fuel tank(s) properly secured?
- Are the fuel tank(s) supported in a way that permits air to circulate underneath the tanks?
- Do you use filters of a type approved for marine use — no glass bowls, plastic automotive type, etc.
- Does your vessel have integral fiberglass fuel tanks?
- If your vessel is diesel powered and has large Racor or Dahi fuel filters, do they have metal flame shields and metal drain plugs?
- If your vessel is gas powered, does it have a fume (vapor) detector?
- If your vessel is gas powered, do you have a bilge blower switch located at the helm station?
- Are the blower and hoses in good condition?

**Galley Equipment and Fuels**
- Are all flammable materials kept clear of the stove and area above it?
- Is your stove fitted with sea rails to prevent pot/pot movement while underway?
- Do you have any permanently installed propane (LPG) or compressed natural gas (CNG) appliances? If NO, please go to the next section.
- Do you have an LPG refrigerator or water heater?
- Are LPG tanks secured in a locker vented overboard with no openings into the hull area and tanks not located below helm console?
- Is there a means of shutting off the gas at the tank from the immediate vicinity of the stove (solеноид switch)?
- Do you keep the tank valve in the "off" position when not in use?
- Do you have a gauge on the high-pressure side to check for leaks?
- Periodically, do you check the system for leaks?
- Do you stow CNG cylinders away from the galley stove and engine compartment? (There should be nothing stowed with the cylinder.)
- Is the CNG relief vent piped overboard?
- Are all hoses and piping in good condition?

**Decks, Rigging, Masts and Sails (continued)**
- Do you closely examine swag fittings for cracks and rust, and renew if found?
- Do you check chain plates and U-bolts for cracks and rust, and renew if found?
- Is the mast unstepped periodically for inspection of masthead fittings, spreader connections, etc.?

**Photographs Needed:**
Please take these EXTERIOR pictures:
- From a distance, showing the boat and surrounding docks or moorings
- Port side of boat
- Starboard side of boat
- Stern view of boat
- Hull ID number (upper starboard corner of transom)
- Boat's shore power receptacle, CORD UNPLUGGED, cap open, showing prongs
- Steering station (helm) on bridge or in cockpit
- Helm electronics
- LPG/CNG tanks in locker (if installed)
- PFDS, if stowed in a deck locker

Please TURN ON the camera's flash and take each of these INTERIOR pictures:
- Main Cabin
- Inside steering station (if installed) and helm electronics
- Galley
- Electrical outlet(s) in galley
- Engines (use the flash even if engines are under cockpit hatch)
- Generator (if installed)
- Fixed fire extinguisher
- Bilges in engine space, showing bilge pump
- Fuel tank (only one needed)
- Hose from deck fill to fuel tank, if visible
- Battery storage with tops of batteries showing
- PFDS, if stowed below decks

Signature: Date:
Address: City: State: ZIP:
Phone:

To learn more about ACE Recreational Marine Insurance® and obtain valuable information on a range of safety and loss prevention topics, please visit www.acemarineinsurance.com.

**Resources:**


United States Coast Guard — Code of Federal Regulations Title 33 and 46, Superintendent of Documents, PO Box 371954, Pittsburgh, PA 15250-7954, www.uscgboating.org

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