Sunset Over the Hudson
Photo by Ronnie Ross
**April Birthdays**

Jim Booth   4/07
Alice Dizenzo  4/10
John Cravenho  4/12
Anne Lombardi  4/13
Lael Burns  4/15
Terry Cotterall-Lagana  4/21
Cherie Flavin  4/23
Gloria Lefebure  4/29

Welcome New Members!

<table>
<thead>
<tr>
<th>NAME</th>
<th>Self Rate</th>
<th>Town</th>
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<tbody>
<tr>
<td>Lynn Krasnauskas</td>
<td>Crew</td>
<td>New Canaan CT</td>
</tr>
<tr>
<td>Janis Stahlhut</td>
<td>Novice</td>
<td>Old Greenwich CT</td>
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Welcome Renewing Members!

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<th>NAME</th>
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<tr>
<td>Susan Anderson</td>
<td>AK Kassabian</td>
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<td>Caryl Bate</td>
<td>Meg Kelley</td>
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<tr>
<td>Cliona Becker</td>
<td>Aija Klebers</td>
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<td>Roger Blaho</td>
<td>Anne Lombardi</td>
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<td>Michael Burke</td>
<td>Domenico Loschiavo</td>
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<td>Lael Burns</td>
<td>Jim Malone</td>
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<td>Susan Cain</td>
<td>Julie Monahan</td>
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<td>Terry Cotterall-Lagana</td>
<td>Camille Platzek</td>
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<td>John Cravenho</td>
<td>Julie Prescott</td>
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<td>Fred Cronin</td>
<td>Maryann Ramos</td>
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<td>Marla Dans</td>
<td>RJ Rijal</td>
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<td>Julie DiRaimondo</td>
<td>Joanna Romersa</td>
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<tr>
<td>Susie Dorsey</td>
<td>Julie Rosenhein</td>
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<tr>
<td>Bill Draper</td>
<td>Paul Savage</td>
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<tr>
<td>Gale Egan</td>
<td>Cynthia Scanlon</td>
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<tr>
<td>Robert Everett</td>
<td>Tove Simonsen</td>
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<td>Robert Flemming</td>
<td>Michael Smith</td>
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<tr>
<td>Sue Gallo</td>
<td>Susie Strumer</td>
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<tr>
<td>Dean Gamanos</td>
<td>Rick Takatsch</td>
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<tr>
<td>Regina Hogan</td>
<td>Donna Wade</td>
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<tr>
<td>Luisa Heluk</td>
<td>Ruth Waldman</td>
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<tr>
<td>Bill Hughes</td>
<td>Nancy Zermani</td>
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I went back to school when I was 35, having been a nurse for years, and decided to stretch the other side of my brain, by studying literature. For core curriculum electives, I chose astronomy and immediately fell in love with it. I started a subscription to the monthly calendar of astrological events, providing times, location in the sky and ‘the players’ for each day! It was fascinating. With my Celestron telescope I once saw the rings of Saturn from my backyard! I have graduated to the star apps, challenged by naming and/or identifying what I’m seeing or experiencing in the night sky.

One of the magnificent equinox events which I love most at this time of year, is the angle of the sun as it returns to us in the spring. The way it slices through the sky and drenches the surface of the water with endless light that bounces off everything it hits. Awe inspiring! The reflected and brilliant rays of the sun ‘spark joy,’ and all the earth rejoices as green sprouts of winter bulbs begin to emerge. Spring is here!

With the arrival of Spring, SUS skippers, with help from crew, begin to ready their boats to welcome the new summer sailing season. Bill Draper shared this photo, taken while he was out running his engine and hoisting sails. Now is the time to lend a hand to our skippers to prepare for a successful season of sailing. Come to the Meet the Skippers Meeting this Saturday, April 2nd at 2PM. We are gathering at the Ponus Yacht Club in Stamford. Speak with the skippers to hear their plans for the summer. Sign up to volunteer to work on their boats, thus adding your name to their list of “favored crew.”

I am feeling full of enthusiasm as we come together to enjoy the 2022 season. The first event I will be able to join in person, is the May 5th Annual Meeting & Awards Ceremony to be held in Westport, at the Inn at Longshore. Between now and then I will be packing and driving back to NY from Florida. I am looking forward to sharing the upcoming sailing season with all of you. ♥ Terry ♥

PS: Just got a new ‘fancy evening gown’ for the Cast-Off Party on 5/21. I am really looking forward to our Gala as we honor former member and Commodore Charley Raymond for his spirit, kindness and leadership. Can’t wait to party with everyone! 😁มวล, T

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**SUS Website Highlight—Ida Lowe, Webmaster**

Every month in the Masthead you will find a list of the upcoming events, with links to the detailed entries in our website. This same list is found on the [Home - Singles Under Sail](#) page. In case you did not know, every SUS event/activity is entered into our website’s calendar. All you have to do is go to [Activities - Singles Under Sail](#), where you will see the monthly calendar.

Just navigate through each month (red arrow) and click on the event (blue arrow) to get all up-to-date details. Here is the example of Meet the Skippers.

**PS:** Note that the Masthead contains many live links. Just click on the underlined blue texts.
Commodore’s Corner—Peter Luciano

Compasses & Navigation

(reprint from Jan 2014—maybe a little technical but worth it)

Since the compass was invented in ancient China, it has basically remained unchanged, and it is still the foundation of navigation. True north, magnetic north, variation, compensation for deviation, fluxgate, set and drift, latitude, and longitude are all navigation terms. If you don't know them, you should seriously consider attending a navigation class, offered by the Coast Guard Auxiliary and Power Squadron, among others.

You would think that today's use of chart plotters all but eliminate the need to understand and apply the basic tools of navigation, but does it? Let's try and explain some of the terms mentioned in the first paragraph.

**True North** is the direction that points directly toward the geographic North Pole. It is a fixed point on the Earth’s globe. **Magnetic North** is the direction that a compass needle points, as it aligns with the Earth’s magnetic field. It shifts and changes over time in response to changes in the Earth’s magnetic core. It is adjusted based on your location. The difference is called **Variation**. The compass rose found on paper charts shows variation which is measured in degrees.

A ship’s compass is influenced by surrounding metal, electrical devices, the boat itself and magnetic objects in its vicinity. This influence is called **Deviation**, the difference between where the ship's compass shows magnetic north and actual magnetic north. There are compensating magnets that can be and should be used to correct this problem. The expression **spinning the compass** is used to describe adjusting the compensating magnets to eliminate this effect. Small magnets, at least one foot away from the compass, should have little or no effect on the compass’ readings.

A **fluxgate** compass measures the Earth’s magnetic fields. It is usually installed below deck and works with other electronic devices on the boat.

**Set and drift** describe the effect of water movement in the area keeping the boat from it’s intended course. An example of **Set** happening is when the boat is pushed in the direction of the tide, regardless of the direction the boat is pointing. The effect can be calculated, or, on most boats, you can see it displayed on the chart plotter as the difference between the direction shown on your compass and the direction the boat is moving. **Drift** is the impact of the current. An example of drift happening is when the current is flowing in the direction the boat is moving, the boat’s speed will be positively impacted. If the current is on the nose or against the direction of travel, the boat's speed will be reduced.

On a sailboat, while going to places like the Race or the East River, the yacht might move at three knots or nine knots, depending on set and drift. Timing is everything. The difference between GPS’ speed over ground and speed through the water using the speedo, will indicate the influence of the tide on the speed of the boat, but not the direction.

**Latitude** and **longitude** describe where you are on Earth. If we divide the Earth into 180 segments horizontally and 360 vertically, you have the basics. If you were 0 degree North latitude, you would be on the Equator. If at 90 degrees, then at the North Pole. If you were in Greenwich, England, you would be at 0 degrees longitude. New Orleans is at 90 degrees West longitude and 30 degrees North latitude. My boat, La Bella Vita, lives at lat. 40 degrees 54 min 56 sec North latitude, 073 degrees 46 min 20 sec West longitude. Exact locations are defined in terms of degrees, down to minutes and seconds. Precision when sailing is critical!

Chart plotters provide all that we need, but they have been known to fail. So, let's remember the basics. A chart plotter connected to the auto pilot, might try to take the boat over land, if that's what you set as a course. In addition to knowing where you are at all times, always watching where you are going, common sense keeps us out of harm’s way.

As I tell crew on La Bella Vita, when you are at the helm, my life is in your hands. Take a navigation class, consider getting a copy of Chapman Piloting, and if you have any questions, ask a skipper. Skippers may not always have the right answers, but we know where to find them. For more information, read Chapman’s on Seamanship and Small Boat Handling.

Pete
LOOKING FORWARD TO 2022
With great anticipation and spring in the air, we are meeting at Ponus Yacht Club on Saturday April 2 from 14.00-17.00 for our annual Meet the Skippers event - the kick off to the SUS 2022 Sailing Calendar. Our excitement is more so, because after 2 years of COVID restrictions we can plan to gather all together safely. At Meet the Skippers Meeting we have an opportunity to get reacquainted, catch up on news and events with other crew and skippers, and discuss SUS boat preparation plans and sailing adventures for the upcoming season.

LONG ISLAND SOUND FACTS
With the sailing season fast approaching, and all of us in SUS anticipating the summer months on boats or beaches somewhere on Long Island Sound; I think it is a good time to look at some key facts about this beautiful body of water.

- The Sound is a tidal estuary, a body of water consisting of both salt and fresh water.
- 90% of the fresh water comes from three main rivers in Connecticut, the Housatonic, the Thames and the Connecticut Rivers.
- The saltwater flows in from the Atlantic Ocean.
- The total area of the Sound is 1,300 square miles.
- LIS stretches from NYC to Southern Westchester County, CT, and the northern shores of Long Island.
- The coastline is 600 miles long.
- The Sound is roughly 21 miles wide at the widest point, and 113 miles long.
- Waters reach between 60ft deep, to a depth 350 feet deep at “The Race”. The average depth is 63 ft in center of the Sound.
- There is an estimated 18 trillion gallons of water in the Sound, (enough to supply NYC with water for 33 years!)
- The Sound has two high tides and two low tides every day.
- At least 50 different species utilize this special estuary for their annual spawning grounds.
- There are approximately 120 species of fin fish living in the Sound throughout the year.
- As much as 95% of the Connecticut population lives within 50 miles of LIS.
- 30,000-50,000 boats are estimated to be out on the Sound on any given summer day - that’s a lot of people!
(Source SoundWaters.Org)

Required Courses and Certificates
Member and dockside orientations (MOC and DOC) are required for all SUS members. For those who need to meet this requirement, sessions will start in May (dates to be announced). In addition, to legally operate any boat in CT or NY, you must have a safe boating certificate (SBC), or a valid vessel operator license issued by the US Coast Guard. So, SUS requires that members that don’t have one of these, obtain one within a year of joining SUS.

Looking forward to seeing everyone at Meet the Skippers. Please come by Sha Ka Ree’s table and say hello!

Janet
**Getting My Sailing Certification in the Virgin Islands**  
Kathy Currie

I was welcomed aboard the S/V Marissa by Cap’t. Chris Nihill, owner of Port Sailing School, Water Island, St. Thomas. Our crew of four learned how to do everything on board from Chris, an excellent teacher and skipper.

On the first day, we set off for Charlotte Amalie Harbor, and then circumnavigated around St. John. At pristine Maho Bay in the Virgin Island National Park we snorkeled with sea turtles, a highlight of the trip! Besides sailing, we practiced MOB drills and figure eights. It was a rigorous course, and I was glad that I earned my certifications in ASA 101 and 103.

**IT’S GETTING TO BE THAT SEASON, AGAIN!**

Gary Silberberg, Skipper, Silver Eagle

What season, you ask? The season to be looking out for and collecting balloons that we see on Long Island Sound.

As many of you know, I am trying to get a bill passed in Hartford banning the sale and outdoor display of balloons. Why? Because they are an environmental hazard as well as being a hazard to boats and small planes. If a boat (or small plane) sucks a balloon into its engine it can burn out the engine leading to thousands of dollars of damage. And if it is plane’s engine while they are flying, it can be disastrous!

But what can you do about it? Several things. First, speak to your local legislators about passing this statute. Second, collect these balloons and instead of disposing of them, give them to me. I am amassing a large collection of these balloons to show in Hartford if I have an opportunity to testify. And third, use this as a learning opportunity!

How many of you, both Skippers and Crew, know how to do a Man Overboard (MOB) maneuver? Everybody setting foot on an SUS boat, or any boat, for that matter, should know how to do it. Similarly, everybody setting foot on a small private vessel should know how to make a Mayday call on a VHF radio. And if the boat is so equipped, how to mark a MOB on the chart plotter. And do you know how to make an automated distress call (Mayday) using a radio equipped with DSC (Digital Selective Calling). Is your radio properly setup for a DSC distress call? No? Click [here](#) How to Use That Little Red “Distress” Button on Your VHF Radio - Kingman Yacht Center

And speaking of safety, both personal and boat safety, every time you get on an unfamiliar boat does the skipper give you a pre-check to show you how to start and stop the engine, or where the fire extinguishers are? Or the proper handholds, or the flares, or the sound signaling devices? Do you know how to properly use flares or the fire extinguishers? And do you always wear proper footwear to give you support and traction on a wet deck and prevent stubbed toes? No, flip-flops or bare feet are not acceptable.

When you sail do you always wear your PFD? No? Then ask me to tell you about my friend, an experienced transatlantic sailor who went overboard in the BVI in February, 2022.

Don’t be afraid to take courses and read (or re-read) your boating texts or sailing books. Watch online videos. And you can always ask a trusted, knowledgeable skipper for help.

Some believe that it is important to have a person onboard to bring the boat back in case something happens to the skipper. I disagree! The first concern should be the health or well being of the skipper and/or crew, not the boat. So the ability to make a Mayday call is critical. As far as being able to bring the boat back to the dock, preserving property is secondary to protecting life and limb, but once in touch with the Coast Guard, marine police or other agencies, (through a Mayday call) they can arrange for someone to secure the boat and return it to a safe harbor. That’s what TowBOAT-US or Seatow are for.

As the season approaches, please protect yourself, your crewmates, the environment and the boats you are sailing on.

Fair Winds,

Gary
Singles Under Sail

Meet the Skippers

Saturday, April 2
2-5 PM

Ponus Yacht Club

41 Bateman Way, Stamford

SUS Members - FREE ADMISSION
Non Member fee —$15
You will be able to renew online at the door

Complimentary light bites & cash bar
JOIN US on Thursday April 21 at
The Hampton Inn
26 Mill River St., Stamford CT

Meet SUS’rs for dinner at 5:30 in the restaurant Villa Italia
Meeting and presentation start at 7pm
SUS members FREE—Non-members $15

CIRCUMNAVIGATION IN THE AGE OF COVID

After years of preparation and planning, Captain Rick Delfosse and First Mate Candy Wood embarked on Dec. 24, 2018 on their voyage aboard their Pan Oceanic 43’, S/V Independence.

Rick and Candy will enthrall you with the latest updates of their adventures which have taken them down the US coast to Florida, around the Bahamas to the Turks and Caicos Islands, Panama’s San Blas Islands then through the Panama Canal and onward.

On the second leg of their circumnavigation they encountered several challenges, not the least of which was COVID!

Please join them for their latest update of the delightful places they visited and how they overcame the challenges.

.... and there is a nice bar to hang out in after the meeting!
March Activities