



Getting Ready for the New Season

Board of Governors Meeting from February 20th

The regular meeting was called to order at 8:01 pm. A quorum was present.

Voting members present: David Shin, Mike Obel, Joshua Reder, Nasim Shamailov, Pattie Cunningham, Alex Dunajski, Joe Vega, Leon Paley, George Farkas, Lucy Cannizzaro

Non-voting members present: Irv Shapiro, Jerry Borell, Ernie Wasserman, Mike Friedman, Ruth Witztum, Barbara Banchik

Order of Business: Barbara moved and Nasim seconded to change the order of business so Boris Keselman could make a presentation about a proposal to hold a United Regatta on Saturday, July 11. Motion passed 8 for, 1 against, 0 abstaining. Keselman introduced a corresponding website (unitedregatta.com) and talked about how to register using the website for the regatta and discussed registration, which requires participants to agree to a liability waiver. He also explained that there will be four divisions, described the proposed racecourses, the cost of entry (\$100 per boat, which includes one captain and one crew member for dinner, plus an additional fee of \$25 per crew member or guest from MYC, or \$35 for anyone else) and answered questions. Boris said he will be responsible for clean-up, food and security.

Secretary's Report: The minutes of the January 16, 2019, meeting were approved. Correspondence was received from: Arnon Ben-Ari, who requested a leave of absence, and Sheena Punnapuzha, who requested a leave of absence. Barbara moved and Ruth seconded to accept the requests for the two LOAs. Motion passed 8 for, 0 against, 1 abstaining. Sonia and Ed Tulier are resigning.

Treasurer's Report: Arnon Ben-Ari was unable to attend so Pattie Cunningham reported for him. The club is in good financial shape. Pattie moved and Mike Friedman seconded to permit the acting treasurer to pay utility bills online/electronically. Motion passed 8 for, 0 against, 0 abstaining. MYC's terrorism insurance policy has been dropped. Pattie has someone in mind to replace Arnon but can't confirm until April. MYC started the month with 90 members. There are now 87 members, but three may not be returning. There were 15 late bills sent to members and another seven were given waivers to the end of February as their billing was returned or not received.

Commodore's Report: Pattie thanked David and Nasim for their hard work on various essential tasks, especially keeping up with the finances. She described how the financial records are being taken over for Arnon. Currently Paychex, Chase and QuickBooks have been updated to the MYC email address instead of various personal email addresses. Bids are being sought for accounting services. Jerry moved and Irv seconded to create a financial oversight committee to monitor what our future treasurer does. Motion passed 8 for, 0 against, 0 abstaining. Regarding the abandoned boat issue, David is working with the USGC to resolve matters. Two draft calendars were distributed. All edits to the calendar must be emailed by March 15 to Sail@miramaryc.com. Kathleen Higgins has graciously volunteered to do the log this year. Pattie updated members on the number and location of available slips, which is four or five west slips and one north slip.

Vice Commodore's Report: David said we will not get concrete docks, for financial and logistical reasons. He will instead build a dock with Josh and Freddie. A plan has been drawn up and lumber ordering for this will begin next week. Regarding investments, David suggested that the trophy fund (about \$21,000) be put into a CD. He suggested an eight-month CD. George moved and Joe seconded to move the trophy fund into an eight-month CD. Motion passed 7 for, 0 against, 1 abstain.

Rear Commodore's Report: Nasim said a suggestion box has been placed by the ice machine. All roof lights will be installed in three weeks. Carlos has cleaned up the tool room and it is now empty. New shelves are coming, and the room will be painted. The purchase of a new toolbox for about \$350 was proposed, but it will require a commodore review and approval. Regarding the website, Nasim has been working on it and it will be finished by the end of March. All accounts are being moved from GoDaddy to Wix. Email accounts are being moved to Office 365. We have signed up with Chase for electronic fund transfer so money can be emailed to the club (via Zelle, email address is sail@miramaryc.com). Alex continues to do a great job upstairs with social activities. Regarding six-pack classes there are only six sign-ups, so four more people are needed to make this class happen. Nasim will get a new lock for the front walk-in gate.

Membership: Chair Ruth moved and Leon seconded to accept Alexander Lukenberg, a boat owner, and his wife, Yanina Levin, as members. Motion passed 9 for, 0 against, 0 abstain.

Entertainment: Chair Leon says it would be helpful for his committee to have a Costco credit card. Yanina Levin will join Entertainment Committee.

Minutes continue on page 6

Maritime Museums you might consider visiting this spring

The **Herreshoff Marine Museum**, located in Bristol, Rhode Island, USA, is a maritime museum dedicated to the history of the Herreshoff Manufacturing Company, yachting, and the America's Cup.

The Herreshoff Manufacturing Company (1878-1945) was most notable for producing sailing yachts, including eight America's Cup defenders, and steam-powered vessels.

The museum, situated near Narragansett Bay on the grounds where the manufacturing company once stood, has a collection of over sixty boats including Nathanael Greene Herreshoff's *Clara*, built in 1887, Harold Vanderbilt's *Trivia*, and the 1992 IACC yacht, *Defiant*. The Nathanael Greene Herreshoff Model Room contains over 500 yacht and steam yacht models and the Rebecca Chase Herreshoff Library holds a collection of books and manuscripts related to the company, the Herreshoff family, and yachting. The museum also hosts symposia related to yacht design and operates a sailing school.

These exceptional boats built during the golden age of America's Cup were champions six times between 1893-1920. They were built by Nathaniel Herreshoff who was known for building sailing vessels with sleek design, strong craftsmanship, and speed. They were wooden boats with gaff rigging, a long bowsprit, stay sail and jib.

Photo: Gloriana Sloop of 1891

Thanks to Mike and Susan Obel for submitting this story



The John A. Noble Museum at Snug Harbor on Staten Island hosts a collection of marine art. The museum makes a great place to visit this time of year. It houses works by Noble and others, all about ships, the sea, the shoreline and especially the end of the era of commercial sail.

More info

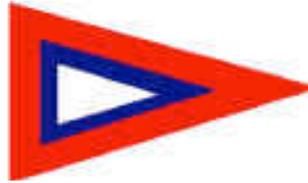
at: www.noblemaritime.org

Thanks to Richard Springer for this reference

(Rich sends his greetings to all my friends at the club. Emmy and I miss you since our move to New Jersey)



Sunset, New York Bay by Edward Moran (1829-1901)
Painting of the Robbins Reef Lighthouse which formerly sat north of Staten Island



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When: SUNDAY APRIL 26, 2020

Where: MIRAMAR YACHT CLUB – DAY ROOM

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Time: 9:00 A.M. to 5:00 P.M.

RSVP By APRIL 15, 2020 email sail@miramarvc.com or Telephone: 718-769-3548

Cost: \$65 (includes lunch) Course includes comprehensive full color downloadable course manual (e-book).

Under a new law in NY, known as Brianna's Law, all operators of motorized vessels (including sail boats equipped with a motor):

- **Born on or after Jan. 1, 1993 will need a boating safety certificate beginning in 2020.**
- **Born on or after Jan. 1, 1988 will need a boating safety certificate beginning in 2022.**
- **Born on or after Jan. 1, 1983 will need a boating safety certificate beginning in 2023.**
- **Born on or after Jan. 1, 1978 will need a boating safety certificate beginning in 2024.**

All motor boat operators regardless of age will need a boating safety certificate beginning in 2025.

Currently anyone operating a Personal Watercraft (JetSki™, Wave Runner™, etc.) must have a boating safety certificate, and be at least 14 years of age or older.

The basic boating knowledge topics include:

- **Introduction to Boating:** types and uses of r boats; various power boating engines; jet drives; family boating basics.
- **Boating Law: Federal and state** boat registration and regulation; required boat safety equipment; operating safely and reporting accidents; protecting the marine environment; personal watercraft requirements.
- **Boat Safety Equipment:** personal flotation devices ("life jackets"); fire extinguishers; sound-producing devices; visual-distress signals; dock lines and rope; first aid kit; anchors and anchor lines; other boating safety equipment.
- **Safe Boating Practices:** entering, loading, and trimming a boat; fueling; steering; docking, undocking and mooring; filing a float plan; checking equipment, fuel, weather and tides; using charts; choosing and using an anchor; safe PWC handling.

Miramar Film Series Continues:

(arrive at 3:30 pm. Films start at 4 pm)

Sunday, March 8th Pestilence
Sunday, March 22nd Captain's Courageous



Joe and Ruth working on a 1,000 piece jigsaw puzzle in our dayroom

Photo credit: Dave Shin

West slips on the south side, and one of the north side with power and water, are available, with members getting the first pick.

Contact Pattie Cunningham at pattiec210@aol.com

Miramar Mainsheet

Distributed on the first of every month

Submit entries before the 25th to:

Richlubell@verizon.net

Miramar Yacht Club, Inc | 3050 Emmons Ave |
Brooklyn NY 11235 | www.miramaryc.com

Tender Operations: Chair Joe had nothing to report.

Winter Storage: Chair Mike had nothing to report.

Community Affairs: Jerry said Marine Basin Marina is closing and all boats must be off the property by April 1. He gave some background to the closure. Secondly, he stated that because of GPS maintenance, solar flares and intentional or accidental jamming of GPS signals disrupting GPS navigation, sailors should make sure they know how to use a chart to navigate. Thirdly, in order to do dredging work Valiant Rock whistling buoy (south of Fisher's Island and east and north of Montauk), which is huge, was moved but it now cannot be found so if you're sailing in that area be on the lookout for it.

Old Business: Barb moved and Leon seconded that the charter program that passed last year be continued for another year with the same rules in force for old and new applicants (insurance and licenses etc. must be updated each season). Motion passed 8 for, 0 against, 0 abstaining. Regarding renting the ballroom, Nasim said progress is being made on determining when and if to rent the facility.

New Business: Pattie moved and Leon seconded to have MYC get more information about the proposal from United Regatta regarding a July 11 regatta that will involve MYC facilities and that by the end of April the MYC board will have reached a decision on whether to participate. Motion passed 7 for, 0 against, 1 abstaining. Mike Friedman noted boat safety classes coming up in the Spring, the first is Sunday, April 26, and the class is eight hours long. Mike will provide brochures for this. It was moved by Irv and seconded by Nasim to give new members who have a boat and rent a slip one year to also get a mooring for use in a storm. Motion passed 4-2-2.

Good and welfare: Joe Martino had serious surgery and is recovering. Joe Vega said Rich Lubell's dad died at age 98.

Upon motion, the meeting adjourned at 10:26 pm.

Mike Obel
Secretary Pro Tem

Miramar Suggestion Box is up and running !

The Suggestion Box has been reinstated and will find its new home near the telephone room adjoining the downstairs dayroom. The intention of this new suggestion box is to encourage a member to recommend ways of improving our club. Topics for club improvement can be related to facilities, classes, membership, social programs, parties, racing or others.

When you submit a suggestion please include your name, the date, and your phone # and or email.

Any questions? Contact Irv Shapiro at 718-377-5140

Suggestions will be reviewed weekly by the powers that be, and members will be notified within two weeks of the progress and results.

Joshua Slocum's *Sailing Alone Around the World*

A review by Sharif Khalje

February 29, 2020

Most sailors are of course familiar with Joshua Slocum's remarkable maritime feat as the first person to ever circumnavigate the globe single handed. However, some may not be as familiar with the most laudable aspect of this unprecedented journey, which begins far before the day he set sail in April of 1895. What led to Slocum's epic journey was not some pre-destined grand vision of personal accomplishment, but rather a tale of triumph through total humility. Instead of some lifelong ascent to the heights of human accomplishment, Slocum embarked upon his journey well past his prime and as a last resort. His entire life trajectory up to that point had been marred by unfathomable tragedy and a descension into the depths of failure. His beloved wife had died, his children had been taken from him, the commercial vessel in which he invested his life savings had been wrecked, he had been charged with the murder of a derelict crew and was destitute. He had dedicated his whole life to becoming a merchant sailor at the precise moment the industrial revolution rendered the Age of Sail totally obsolete. By any measure, his life was in ruins and beyond salvation.

Being entirely broke, alone and having no professional or personal prospects whatsoever, he turned to an old acquaintance who offered him a free boat (something one should rightly be skeptical of to this day). When Slocum arrived in Fairhaven, Massachusetts to take advantage of this seemingly generous offer, he quickly realized the cruel joke. He found a deteriorated wooden sloop that had been on the hard for seven years and through as many harsh New England winters. What he did next is where the book begins and stands as a testament to the power patience and humility. Well past his prime at the age of 51, at a time when life expectancy was 47, and equipped with only his indefatigable fortitude and a set of *seemingly* outmoded nautical skills, Slocum spent the next year rebuilding, or more accurately, building, *The Spray*, with his own hands and by himself from the nearby oak forests and with the skills one could only acquire over a lifetime.

Once setting off on his epic journey he encountered all manner of true adventure from African pirates to ruthless South American natives to nobleman far and wide who learn of his journey and welcome him into the high courts of far off lands. As he progressed around the world, so did his personal and public redemption. Word began to spread of his astonishing journey and all that it represented. By the time he reached home he is hero.

What is so especially inspiring about Slocum's tale is not only the various and remarkable adventures that he recounts, but the way in which he describes them with a characteristics modesty. His prose is as extraordinary and subtle as the journey itself. along with his characteristic humility. As he describes confronting his solitude on the open ocean he remarks: "I made companionship with what there was around me, sometimes with the universe and sometimes with my own insignificant self." There is not an iota of false bravado or exaggeration. Everything is described as precisely what it is, without losing any of the philosophical import of the accomplishment. Another unpretentious instance of this is when he describes his outmoded lunar navigation technique that was employed out of necessity due to the fact that he was too impoverished to afford a chronometer: "The work of the lunarian, though

seldom practiced in these days of chronometers, is beautifully edifying, and there is nothing in the realm of navigation that lift one's heart up more in adoration." In some sense, he was a true product of his era. The earnestness with which folk of the 19th century used to conduct themselves often belied the magnitude of their momentous accomplishments. Living in an age now where bravado and virtual achievements are celebrated, it is important to be reminded of an age where true hardship could be transformed into virtue through nothing more than a lifetime of humility.



The Spray