

# GNYAA

September 2013



## GREATER NEW YORK ANGLERS ASSOCIATION INC.

### PRESIDENTS LINE

Presidents Line-Just came back from a few days drifting some no name creeks in western NY and had a heck of a good time in small waters. Small waters don't often see any pressure ,big small-mouth by creek standards might push 18 inches ,that's a monster! Walleyes were quite numerous as well ,,pike and pickerel with a few fall fish in the 2 lbs range rounded out the trip. As usual heavy rain, wind and electrical storms were par for the trip, none the less it was great to get lost on the back waters of the valley. Will be making a few trips into the late fall and certainly suggest that river floats this time of year are magical. On to the fishing report ,If any one fly has been producing this year its been the sand eel ,second top fly as a second is the popper and crease fly. Bass have spread out this summer and we don't have the numbers of past years but the afore mentioned fly's have produced on a regular bases, Bonito have made a appearance along the shores especially on the morning tides. Flouro carbon is a big plus on the leader tippetts a short length of tiger wire about four inches in 15 lbs class will prevent the bite offs .Large blue fish are still out east , but a few are starting to show up , often biting smaller bass in half. The waters will start to cool and fall will be upon us quickly. Cinder worms are showing this half of the moon and I have seen some bass on top on the points rolling on currents ,what ever your favorite fly to throw is well worth your while . That's it for me, im rigging up for a bonito slash blue fish run .If any one is interested in a flotilla trip please let me know or email Ron restive there is good fly fishing to be had and it bears repeating now is the time to go and get some on the water time in. As usual if you have pics from your adventures ,a good fly or tip that you think may be of interest to club members send them to Dave for the news letter Thank You

### FISHING REPORT

9/05/13 Good morning guys ,late fishing report . Howard Marshal gave me a call to go casting with him over on the Hempstead harbor side ,I had some errands to resolve but I should have gone out with him ,low water was at 6-00 pm he had a incoming tide for sunset .Howard had a thirty two inch bass about a dozen others in the almost keeper range and a monster blue fish around 36 inches ,broad back and head which he estimated around 15-- 16 lbs. ,,all on top water ! Needles to say im going out this evening to see what I can do as well. Hey guys the cool front is moving in and water temps going the other way, striped bass and blues are feeling the change and are starting to fatten up for the fall migration . As I stated in last months news letter the south shore inlets and back bay areas are holding fish ,grab your waders and fly bag we are off to a decent start . Will have more on this as weather cools .I would welcome any club member reports on the fishing front as well .

On The Cover

Delaware River  
West Branch

Thank you to

Brian Moran  
Ron Restivo  
Vince Pica  
Anthony Pampillonio  
for their contributions.



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Brian Moran

President Brian Moran  
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Treasurer Howard Marshall  
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Secretary  
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**ON THE COVER**  
Winter is Here

**BOARD MEMBERS & OFFICERS 2012**

Brian Moran	President	(516) 241-4185
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**MEETING NOTICE**  
**Wednesday, September 11th 2013**  
 Manhasset Bay Yacht Club  
 455 Main Street  
 Port Washington, NY 11050  
 1 516 767-2150  
 7:30 PM  
**Casual Dress, No Jeans**



## Good Joke! Could be true

Four buddies always take a fishing trip together. This time, Jim's wife refuses to let him go, so they go without him. They arrive at the cabin and are in the middle of unpacking when there's a knock on the door. They open the door, and there's Jim. "Jim," they cry, "We thought you weren't coming this year!" Jim replies, "Well, it's like this. My wife read Fifty Shades of Gray, and she asked me to tie her up. After I did, she said I could do anything I want...so here I am!"



Time to pick up a new Fishing License for next year



## Ron and family enjoyed Florida last month

Took the boys on the airboat in Everglades, lots of fun. Hope everyone's doing alright, and fishing a little.  
Ron





**STURGIS:** Anthony and Diane shipped his bike out to S. Dakota . Managed to get in some fishing in between seeing the sights.



Anthony's bike









## Brian has found some fish on the North Shore







Mohawk River  
Small mouth and Pike





**Improving Your Fuel Efficiency on the Water**  
**Vincent Pica**  
**District Commodore, First District, Southern Region (D1SR)**  
**United States Coast Guard Auxiliary**

Now, I'm the first to say, "You've got a \$30,000 boat tied to the dock and you're fretting about \$200 in fuel? Wassup, doc!?" But, with that said, "Waste not, want not!" and this column is about that.

**Some Basics**

Would it be any surprise to know that heavier boats need more fuel at a given speed to move through or over the water? So, why lug around gear that you don't need? Go through all your lockers, lazzerettes and compartments and just get rid of the gear that is sitting around gathering mildew. We all have it – get rid of it. Store in it the garage, in a dock-side locker or just the garbage heap. Do you have an on-board water tank? I had a 25' Chris-Craft once that had a 40 gallon water tank – which I kept full whether I was going out for the afternoon or an over-night'er. At +8 pounds per gallon, this was like having a lineman from the NY Giants sitting on my boat – in his uniform and gear! Some of the bigger boats have 100 gallon tanks for showers – 3 linemen! Fill up the water tank where and when you are going to use it...

**Name that Tune**

Your prop is the next most important item to tune. "Tune up my prop?" you say? Yes. If your prop (pitch) is too large for the boat, you are wasting energy. Wait – it came with the boat as original equipment. How can it be too large now? Simple – as the boat gets older (i.e., heavier), the prop's "pitch", i.e., how far the boat goes with one revolution of the prop, has to come in in order for the engine to still match the pitch and distance. A ding in the prop (never hit the bottom, you say?) can take as much as 10% in fuel efficiency out of the power-plant. Think of it this way. You ask for 20 gallons and the fuel tender puts 18 in your tank, pours 2 gallons down the fuel storage sump and charges you for 20 gallons... Make sense to you, Bunky?

**Bottom's Up!**

A fouled bottom is like dragging the anchor as you motor. It reduces hull "lubricity" versus the water and, if the hull is fouled, the running gear is probably too. There are plenty of eco-friendly bottom paints now so keep the bottom clean and painted.

**Speed Kills (Fuel Efficiency!)**

Let's stop for a second and review some maritime math. For vessels under sail, the longer the "wetted surface", the faster the boat can go. This is why, in sail boat races, boats are assigned handicaps like golfers to normalize this issue. In theory, the handicap eliminates any structural advantages that a 25' sail boat has over a 16' sail boat so it is then all about the crew. The formula for a boat's "hull speed" (sometimes called the "displacement speed", and soon you will understand why) is:

$$V = 1.34 \times \text{SQRT}(\text{LWL})$$

where SQRT means Square Root and LWL means length of the water line in feet. V(velocity) conveniently comes out in knots.

So, the theoretical hull speed of the 25' sail boat is 6.7 knots and the 16' sail boat's hull speed is 5.4 knots. In an interesting historical side note, this little fact was what caused a number of the great sailing clipper ships to mysteriously sink. How? Well, the captain throws on more sail to make the ship go faster. As you know, a ship's form is to some extent a big, long "V" – the bottom of the "V" is in the water and the top, planked over, is the deck area. Well, the only way for the ship to respond to the increased power from the sails was for the "V" to dig deeper into the water so there was more wetted surface to service the power. More sail? More power. This drove the "V" deeper into the water – until the "V", or the ship, drove herself under the water and sank.

But wait. I have a 25' boat and she goes considerably faster than 6.7 knots. How? She uses horsepower to



defeat the physics of the “hull speed” equation – also known as the “displacement speed” equation. As our power boats go faster, the “V” comes up OUT of the water – we convert from a displacement vessel to a “planing” vessel. But at 6.7 knots, I’m burning 2 gallons an hour. At 25 knots, I’m burning 10 times that but only going about 4 times as fast. It can get very complicated from here when we start talking about bow waves and stern waves interacting and the trim of the engine versus the waterline of the boat, etc. Suffice it to say this: You’ll use less fuel at 20 knots than at 25 knots and you’ll use less fuel at all speeds if you REDUCE your wetted surface (trim the bow up a bit (experiment at a fixed prop speed to see what your speed-over-the-water does at a given prop speed)) by using your trim tabs – and reducing the weight of the boat (back to the basics!) so the “V” doesn’t sit so deeply in the water naturally.

Lastly, install a fuel meter in your boat. If all our cars and boats had them (anybody in Washington DC listening?), our national fuel consumption would improve overnight! Nothing slows a boat down from 25 knots to 15 knots faster than realizing that you’re burning 20 gallons an hour (\$100!) at 25 knots...

BTW, if you are interested in being part of USCG Forces, email me at [JoinUSCGAux@aol.com](mailto:JoinUSCGAux@aol.com) or go direct to the D1SR Human Resources department, who are in charge of new members matters, at [DSO-HR](#) and we will help you “get in this thing...”

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**Looking for a discontinued AirFlo line ,  
Fast Intermediate 8 weight with a clear head.**

Also looking for the blue running line that was used  
on the 40+ lines New or used OK call Dave  
Please do not throw them away!

Received an e mail from Jerry Romano a week or two ago.

Hi David,

I want you to know that the leaders you tied for me last summer are incredibly strong. That is both good news and bad news. I went fishing at West End 2 this morning. I walked for a good half hour to get to the jetty by Jones Inlet. The water was rough and it was windy. I stripped out some line, and my fly promptly got caught on the rocks. I tugged on the line over and over to free the fly. I figured the line would snap eventually, but no, it would not. The good news is that the leader was so strong that I had to cut the fly line to free it. The bad news is that the leader was so strong that I had to cut the fly line to free it. Just thought you would want to know that.

Jerry

Jerry came by a few days later and unfortunately he had the rear portion of the head which was 16'. After weighing several Airflo lines I found one of the correct weight and length (30') and was able to weld it on to his running line. Tried it out and it worked exactly like the original.

Anyone want to learn how to weld fly lines let me know, or come on by. David





Any one wishing to have additional club logos embroidered on there garments please contact NEEDLEHEADS and make the arraignments. They have the Club Logo in there files along with the correct thread colors.

**Needleheads**  
Custom Embroidery, Inc  
88-01 Myrtle Ave  
Glendale, NY 11385  
718 850-4252

**MAILING ADDRESS**

**Greater New York  
Anglers' Association Inc**  
c/o David Sekeres  
86-11 110 St  
Richmond Hill, NY 11418  
E mail [GNYAAS@nyc.rr.com](mailto:GNYAAS@nyc.rr.com)

*gives new meaning to the term FLY FISHING*

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