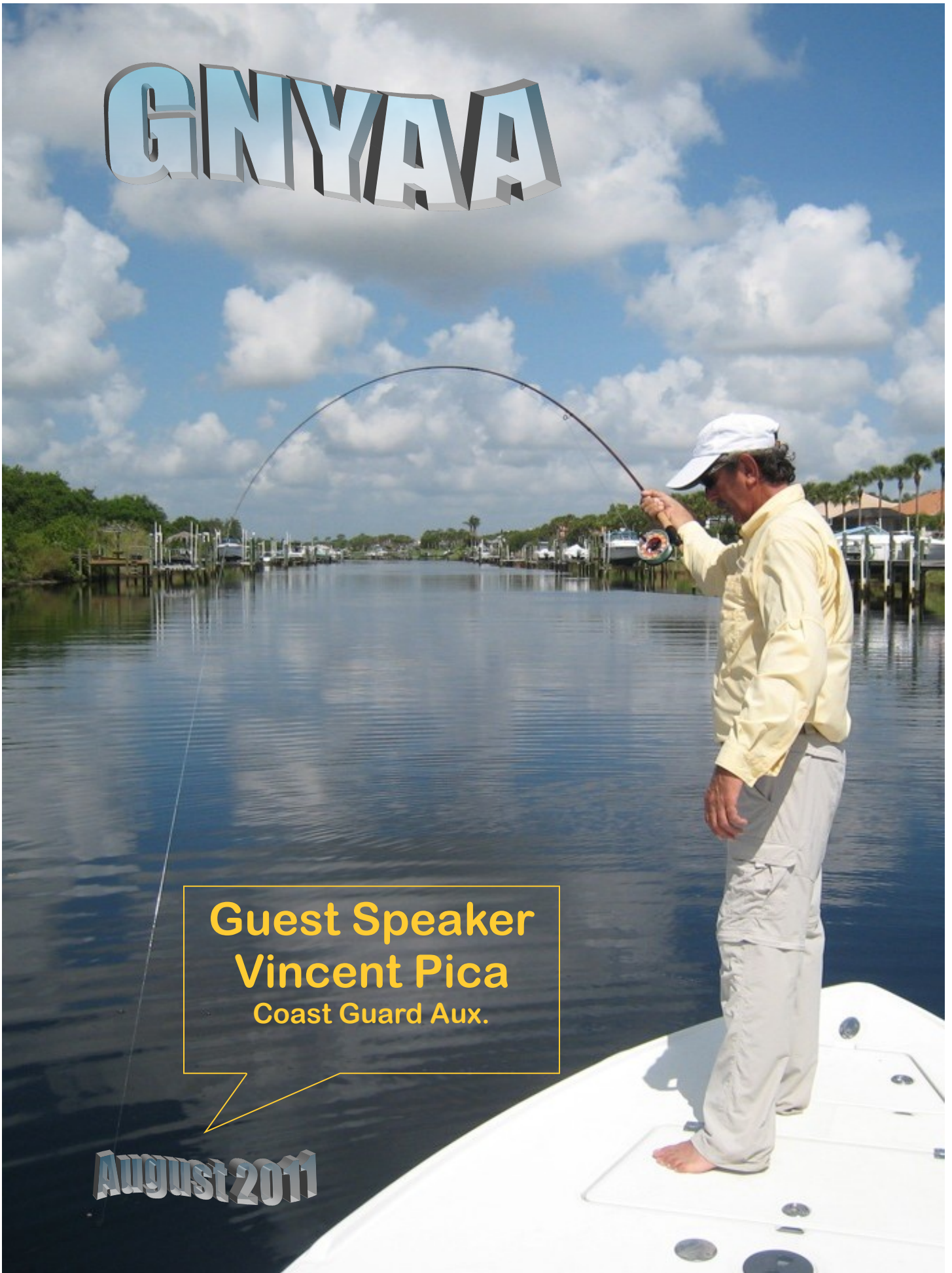


GNYAAA

Guest Speaker
Vincent Pica
Coast Guard Aux.

August 2011



GREATER NEW YORK ANGLERS ASSOCIATION INC.

Presidents line better luck next time..... well here it is, August and most guys are complaining that's its to hot during the day to fish and are making evening trips to stay cool. Back in early June i got a call from my north woods guide john m. The conversation started out like this, those bass are back in the shallows again ,,do you want to go? Of course I want to go , in fact we have been going three or four time a month. I have full time child rearing responsibility's and would be out there every chance I could get. logic tells you that its 90 degrees the water temp is in the low 70s, its 10-00 a.m. in the morning and its scorching hot ,desert hot out on the sand. Did I mention no boat required, my basic out fit is a nine weight , bathing suit, rip stop shirt with pockets wading shoes with korkers, box of mole crab flies, water bottle , wide brim hat and polarized glasses, bullfrog 50,some leader material down to 8 lb's. a pliers belt and that's it. the weather we are looking for is bright sun , no or light wind, west ,south seems to be best ,but ill take a north west wind if I have no choice, incoming tide and dropping between 8 a.m. till 2p.m., and a south shore flat , . That flat or tidal sand barrier may be totally exposed at low water but that's OK , Back to the fishing, the great thing is how the striped bass are so close to the shore ,30 foot cast most of the time is all you need. You look for a approaching fish ,and you can see them yards off cruising the shore line set up your lead ,cast ,try not to line the fish , and you might hook a terrific bass ! We might see over a hundred bass more or less just about every time we have gone, some fish are in the 30 lbs class, the refusal rate is incredibly high , so many rejections that i would stand a better chance of scoring with super models at a disco if i had wooden teeth. that's rejection! light leaders, all ((and i quote the right flies))) from all the pros ,all i get is the cast and the turn down ,but I'm having a blast!!! AND NO ONE IS AROUND , I know you this sounds like a fish story, i have witnesses, so i m comfortable with this presidents line,, i cant say where, but i will tell you should go down to the south shore go to the inlets, find a flat next

ON THE COVER
Anthony Pampillonio
playing a Tarpon

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to deep water and start looking around and I mean look close!!!!, Monday Thursday Friday seems to be the best time to go ,,no boat ,jet ski traffic, with the equipment prescribed and you to may get lucky to be next in line to get turned down again, I'm going again Friday to get my share of abuse , might get Lucky with my new super duper crab fly i managed to concoct from the deepest part of my insanity, if not, better luck next time ,, go look and you will find. YOU JUST HAVE TO GO AND LOOK! thanks Brian Moran



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Secretary
Jim Pungello

GUEST SPEAKER
VINCENT PICA
Coast Guard Aux.
August Meeting



Treasurer
Howard Marshall



What Made This Splash
See Page 11

FISHING REPORTS

Brian Moran and a friend fishing the River



In case you have not already heard reel maker Jack Charlton of Charlton and Mako reel fame died June 10th of a sudden illness.





Nelson Alcaraz with a small bass. Took his kids out fishing and they invited a friend who also manages a small Bass while trolling worms.

SEVERE WEATHER arrived last week and Nelson Alcaraz sent me this picture of his wife's car as she found it in the Parking Lot when she was leaving work.



Next months issue more Fly Tying articles

Easy Bunker Fly



Step 1: Begin with an Eagle Claw # L2222 circle hook in 4/0 (or other similar circle hook). De-barb the hook (this is easier to do at the tying bench than it is on the water and if you break it here you merely need another hook and not an entire fly) and place in the vise jaws securely. Using clear monofilament for thread lay down a base coat of thread 3/4 of the way down the hook shaft. Attach a small bunch of white (belly color) along the shaft 1/4 of the way up from the bottom of the hook bend. Secure the wraps moving toward the hook eye. Trim excess material at an angle

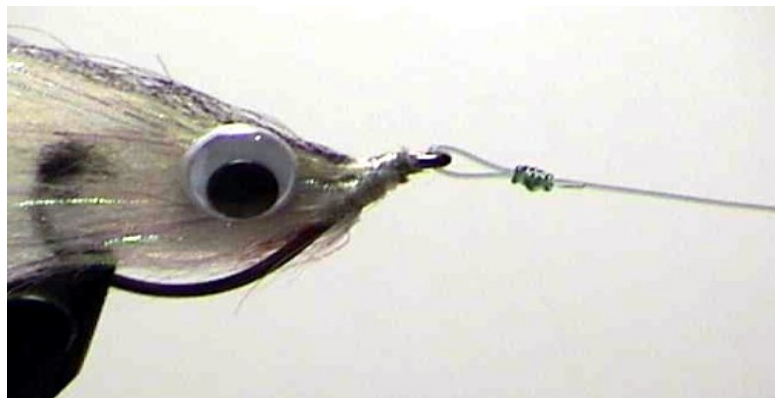
Step 2: Attach a small bunch of gray above the white kinky fiber. The gray should be shorter than the white by 1/4 length. I add an additional gray layer so it is double the volume of the white. Make all thread wraps forward toward the hook eye. Trim excess material as needed. Make sure the bunches of kinky fiber are close to each other and tight. Ensure that the material is not covering the eye of the hook



Step 3: Attach a bundle of olive above the gray material. The olive should be 1/4 length longer than the white and 3/4 the volume of the gray material. Ensure that the hook eye is clear and free of material. Trim excess and wrap thread forward toward the hook eye. Secure the thread with a whip finish. Glue the head with Flexament or epoxy. **Ensure there is adequate ventilation when working with glue or epoxy!** I add 10 MM craft eyes with a drop of Goop. Do not let the Goop touch between the eyes (this will keep the barb from coming through the material when the hook is set). I place a spot on the sides, a black strip down the back and a red strip along the hook shank using a permanent marker

Step 4: Allow the fly to dry in a well ventilated area. Once dry, comb or brush the fly to blend the kinky fiber colors together. Trim the fly to present a oval profile, like a baitfish would appear to be. Use a loop knot to add more life to the fly. I used a Tie Fast Knot Tyer to tie this loop knot. The knot allows the fly to swim with less drag and provides a greater darting action

<http://www.lyndenhuggins.com/flyfishing/howto/bunkerminnow/bunkerminnow.htm>



We're Being Boarded by the Coast Guard – Now What?

Vincent Pica

Chief of Staff, First District, Southern Region (D1SR)

If you've ever seen the reflection of the blue-rotating hailing light in the reflection of your windshield, you've felt the quickening in certain parts of your body – "Jeez, what did I do wrong??" The United States Coast Guard can and will board you at their discretion. They need no search warrant, no provocation, no reason other than "Good Morning, sir. My name is Officer Jones with the US Coast Guard - the Coast Guard is here today to ensure you are in compliance with all applicable federal laws and regulations."

What Happens First

First, you will be impressed by their youthfulness and their polite and professional demeanor. These are highly trained Federal officers. And the very first question that they will ask you, before they even step off their vessel onto yours, is, "Without reaching for them or touching them, do you have any weapons on board?" Subtly but powerfully, the tone is set. "I am polite. I am professional. I mean business." Let's assume (and hope) that the answer to that question is "no" since I would need a lot more space than this column if the answer is "yes."

What Happens Next

The inspection that follows is driven largely by the size of the vessel with a few standard exceptions. Your actual registration needs to be aboard and current. The "HIN" number, like your car's "VIN" number, needs to be the same on your registration and on your boat (low on the starboard side of the transom.) If they don't match, someone has a lot of explaining to do. The registration numbers must be of proper size (at least 3"), of contrasting color to your hull and be the most forward of any numbering or lettering on the boat. If you have a "MSD" (Marine Sanitation Device, a.k.a. a "head" or toilet), regardless of the size of your vessel, it must conform to regulations. All the bays and creeks are "No Discharge Zones" so, if there is an over-board through-hull from the MSD holding tank, it must be in the locked/closed position and the key must be under the control of the skipper. It can be seized closed or, lastly, the handle can be removed and it must be in the closed position.

The rest is largely going to be driven by the size of your vessel:

- how many personal flotation devices (life jackets) – at least one for everybody aboard, be in good working order and readily available.
- fire extinguishers – boat size dependent but all must be in working order
- flares – boat size dependent but all must "good to go", i.e., unexpired!

And so on and so forth...

What Happens Then?

Well, there are three outcomes from here. First and best, you will get a Report of Boarding and it is marked, "No violations." You are good to go for the season. Secondly, your Report of Boarding is marked "Written Warning" about some violation that has not risen to the level of Notice of Violation. One caveat. If the boarding officer returns to the station and finds that you already have been given a warning for the same issue, your notice becomes a Violation. That is also the third outcome that could happen right at the boat – a "Notice of Violation" is issued. There are two general outcomes from here. If the boarding officer believes that the nature of the violation is inherently unsafe, you will be directed to follow the Coast Guard back to the dock. They are not going to allow you to keep fishing with some aspect of your boat that can lead to serious injury or death to you, your crew or other boaters. Secondly, it can take on the aspect of a driving violation. The notice is mailed to the Coast Guard hearing office in Portsmouth, VA. There the boarding report will be reviewed by a case officer where fines, further letters of violations, etc will be issued. You will be no-

tified by mail and you will have time (15 days) to file an appeal.

How to Avoid All This?

Well, the United States Coast Guard Auxiliary conducts free (your favorite price) vessel exams all season long – and they are not enforcement events. If your boat “fails” virtually the same inspection that would be conducted by the regulars, you get a report that details the deficiency – and the inspector’s cell phone number. He or she will tell you, “When you have this addressed, call me. I will come down and re-run the inspection.” This results in a USCGAux sticker of compliance being affixed to your windshield.

Did I mention the price? Free. <http://www.safetyseal.net/GetVSC/>

FISHING REPORTS



Nelson tried his hand looking for some Fluke to keep the boys happy and his older son Lucas came up with one measuring 24". His brother Gabriel (aka the Gabster) also wanted his picture take. After all he handled the net for his brother.

FISHING REPORTS





Anthony and Marcia Foosaner decided to brave the heat in pursuit of the Silver King. Although small to many it was Anthony's first.. He threw a fly at a bigger specimen but the smaller one was more aggressive and got to the fly first. Fish was caught on an 8 weight!

DAVE, it was dark brown grizzle hackle Cockaroch on a #1 3407



BACKSTABBER



Hook	Gamakatsu SL45 #6
Thread	UNI-Thread 6/0 Tan
Eyes	Spirit River Dazl-Eyes 1/8 Gold
Body	Dave Whitlock SLF Dubbing (RedFox Squirrel Nymph- Abdomen)
Top	Marabou Blood Quills (Burnt Orange)
Hackle	Brown Brahma Hen soft hackle

01 Build solid thread base on center of hook shank.



02 Secure 1/8 Dazl-Eyes dumb bell onto center of hook shank



03 Wax thread and create dubbing rope. Wind dubbing rope forward, figure eight it around the Dazl-Eyes. Rake out dubbing using Velcro or dubbing rake.



04 Tie in two tufts of marabou, one on each side



05 Tie in brown soft hackle.



06 Wrap soft hackle 4 to 5 times around, tie off and trim



07 Whip finish and apply head cement





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.

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Next Months Issue

A day at the range