



***GNYAA***

***October 2013***

# GREATER NEW YORK ANGLERS ASSOCIATION INC.

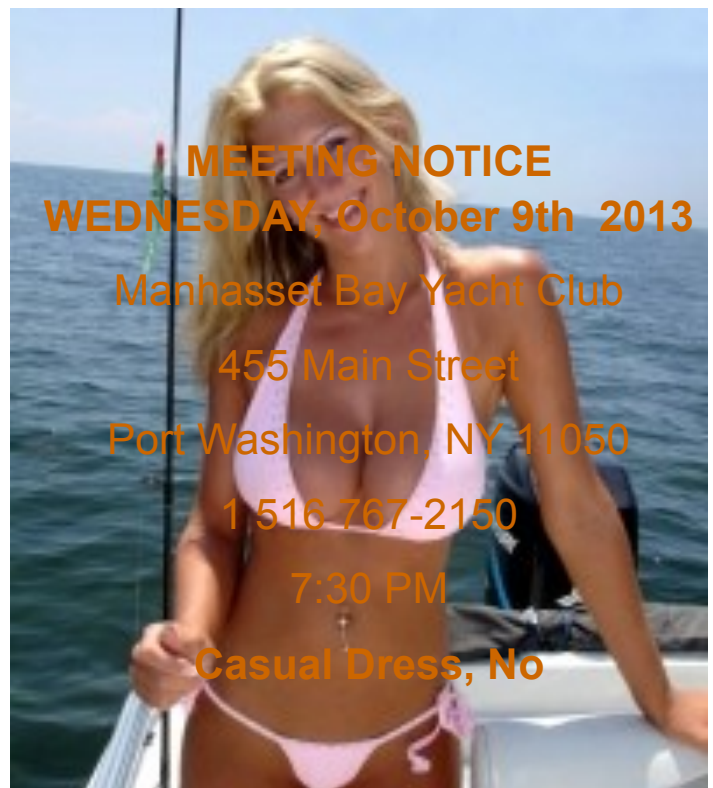
PRESIDENTS LINE

## Come To The Meeting

ON THE COVER  
Autumn is Near

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**Fishing Report:** spoke to Joe Blados the other day a lot of bait fish out east but nothing on them, small blue fish replaced the bigger ones. He feels the need for a storm to mix things up so perhaps yesterday will have some impact.



# The Strange Christmas Tree

## Materials



## Materials

<b>Hook</b>	Kamasan B800, size 6-2
<b>Tying thread</b>	Red 6/0
<b>Under-body</b>	Red yarn or dubbing
<b>Body/ tail/ hackle</b>	Braided mylar tubing, clear or pearl
<b>Wing</b>	Zonker strip, seal or light grey mink
<b>Head</b>	Tying thread

## 1. **Tying instructions**

1. Tie in the thread over the hook bend
2. Tie in red yarn at this point and tie it down the whole length of the shank
3. Take the thread back to the bend
4. Cover the hook shank with a layer of red wool yarn
5. Tie it down over the bend and trim
6. Prepare a piece of mylar tubing about 2 time the length of the shank
7. Remove the thread core and fray the rear quarter of the tube
8. Pass it over the yarn-covered shank and by the thread so far that you can catch the unfrayed tube with the thread just rear of the body
9. Tie it down with a few wraps, whip finish and cut thread (you can also leave the thread and continue with a second bobbin)
10. Pull the tube forwards to tighten it over the body
11. Catch the tube right in front of the body with the thread and tie it down with a few, tight wraps
12. Fray the front par of the tube
13. Stroke it back and down to form a "false hackle" and tie that down with a few wraps
14. Prepare a zonker strip about 1½-shank lengths
15. Tie it down in front with very tight wraps and continue wrapping to form a head
16. Whip finish and trim thread
17. Lift the strip and start the thread over the rear tie in point again
18. Split the fur just over this point and tie down the strip with some very tight turns
19. Whip finish and trim thread
20. Varnish both this point and the head

You may consider using dubbing instead of yarn under the body. The yarn has the advantage of being easy to get even and that it's quite durable. The mylar tubing has a tendency to break when fish bite it. This could be remedied with a layer of epoxy, but honestly, I'd rather tie a few more flies. And the fly seems to catch equally well after it's been torn. I have also experimented with eyes on this fly. Since I like both the added weight and the appearance on the fly with eyes, I'm probably going to add eyes to some of the Strange Christmas Trees in my box.



## Deer collision season opens: Are you ready?

**If you live in a state where accidents involving deer are common, you might want to lower your deductible on your comprehensive coverage.**

If you live in West Virginia, Montana, Iowa, South Dakota or Pennsylvania, better make sure you've got \$3,414 lying around.

That's the damage a typical deer-car collision causes, State Farm says, and those are the five states where you're most likely to hit a deer in the next year.

The company's annual update on deer collisions comes as peak season for conflict between car and mammal approaches: November is the worst month for collisions, with October and December right behind. The odds of a licensed driver hitting a deer in West Virginia over the next 12 months, State Farm says, are a staggering 1 in 41. The runners up:



- Montana: 1 in 65
- Iowa: 1 in 73
- South Dakota: 1 in 75
- Pennsylvania: 1 in 77
- 

Nationwide, a typical driver has a 1 in 174 chance of hitting a deer in the next 12 months; odds are lowest in Hawaii, just 1 in 6,787. You can see State Farm's estimates for every state .

Though the price tag of a deer encounter has risen 3.3% over the last year, the company says, the odds of a strike have actually slipped a little in recent years.

This data is encouraging," says State Farm Director of Strategic Resources Chris Mullen. "We would like to think the attention we call to this issue each fall has had an impact. Obviously there are other factors at play as well."

Collisions remain far from rare: Researchers estimate there were 1.22 million deer-related collisions in the year that ended June 30.

Car insurance coverage for deer-inspired damage comes under the comprehensive portion of your policy. Comprehensive covers theft, fire, hail, vandalism and other events largely beyond your control. A claim typically will not raise your car insurance rates unless you have additional recent claims.

If you live in a deer-dense state, it might make sense to lower your deductible. And if you're armed with only liability coverage, drive very, very carefully.

## Commercial fisherman faces federal overharvest charges



Central Islip, N.Y. — A Long Island commercial fisherman is facing federal charges in connection with his alleged illegal harvest of over 43 tons of fluke. Charles Wertz Jr. of East Meadow (Nassau County) has pleaded not guilty to charges of wire fraud and falsification of federal records.

Wertz was charged in U.S. District Court in East Meadow. Prosecutors allege he fished for fluke, also known as summer flounder, illegally from 2009 and 2011 and operated a scheme that led to his overharvesting of more than 86,000 pounds of fluke, valued at about \$200,000.

Federal prosecutors, in a 10-page affidavit, allege that Wertz unlawfully harvested fluke by manipulating a program known as research set-asides. That program allows commercial anglers to purchase additional quota space beyond established limits.

Federal regulators use the revenues from set-aside auctions to fund fisheries research.

Wertz's case was adjourned until later this month when prosecutors indicated a plea agreement may be on the horizon. Wertz, 53, is free on his own recognizance and has declined comment.

Wertz is the son of Charles Wertz Sr., a veteran commercial fisherman from Freeport (Nassau County) who died earlier this year following a lengthy battle with pancreatic cancer. During his tenure as president of the West End Fishermen's Association, the elder Wertz was a vocal critic of federal fishing quotas and fought to change those regulations, which typically give New York commercial anglers a smaller slice of the fluke harvest allotment than anglers from other states along the Atlantic coast.

The case also highlights a deep divide between commercial and recreational anglers regarding harvest allotments, with many sport fishermen contending commercial anglers regularly overharvest their quotas on fluke and other species. That, they claim, impacts the sport fishery and recreational angling opportunities.

"It's one of the main reasons why recreational size and catch limits are so rigid for the weekend angler," said one Long Island angler of what he feels is routine overharvesting of fluke and other species by commercial anglers.



# Brian and friend fishing the Mohawk River









**Vincent Pica**  
**District Commodore, First District, Southern Region (D1SR)**  
**United States Coast Guard Auxiliary**

**Winterizing – Now or Later, It Has To Be Done**

Usually, as soon as I write a column on de-commissioning the boat for the winter season, Indian Summer arrives to bathe us in the last warmth of the year. And here we are. As I write this, it is 75+ degrees Out East. This is but a reminder that many months of kindly weather are behind us and many months of dark, cold and dreary weather are ahead of us. So, here we go – Indian Summer or not! Even if you hand off your boat to your dock master and say, “see you in the Spring”, there are some tips in here that you will want to be aware of. This column is about that.

**“On the Hard” or In The Water**

Clearly, there are some basic steps to de-commissioning and one of them is to get the boat safely “onto the hard”, as the old-timers call dry-dock. Storing your winterized boat in the water can only be done in a very controlled environment with, generally, professional and near-constant attention. Even with signs of global-heating all around us, (I think “global warming” sounds too benign), the creeks and coves of “Out East” freeze up for much of the winter. Even Moriches Bay itself has frozen across over the years and I am talking about recent years. The only upside to storing your winterized boat in the water is that you don’t have to pay to haul the boat and return it to the water in the Spring. I still believe that that can be penny-wise and pound-foolish if this watery winter berth isn’t a very controlled environment... Recall that 80% of boat’s that do sink do so at the dock (see, [“The Dangerous Dock!”](#)). So, let’s focus this column on spending the winter “on the hard”...

**Making a List and Checking It Twice**

If you are going to hand the boat over to the dock master and say, “see you in the Spring”, do so with a written check list, especially if you intend to do some of the work yourself. As you’ll see, the advice below is not 100% extensive. I’d need most of the newspaper to give you a check list that could be used by every boat. (BTW, if you want a copy of the Boat-US/Seaworthy article on winterization, email me below and I will email a copy to you.) So, work with your dock master in signing off on what will be done by the yard and, if you desire to be involved, by you. Some ideas/categories:

1. Change the oil and oil filters
  2. Change the lubricant in engine transmission or the outboard lower unit
  3. Apply fogging if called for by manufacturer
  4. Fill the boat’s fuel tanks completely full
  5. Add biocide and/or stabilizing agents to fuel
  6. Change the fuel filters
  7. Add antifreeze to the engine’s cooling system
  8. Add distilled water to batteries, charge completely and disconnect
- Charge batteries to capacity

Before thinking about covering the boat with shrink-wrap or canvas, inspect the hull. Any blisters in the gelcoat? If so, that has to be addressed sooner rather than later as that will lead to water infiltrating the hull, making the boat less sea-worthy. Stress cracks, which often develop at the bow, need professional attention. Just putting a patch over it and sanding, a la the gelcoat blister, won’t fix that one. It’s structural. As to washing and waxing the hull, I opt for cleaning now and waxing in the Spring.

Does the boat have a cabin of any kind? Get the “moisture-soaker-uppers”, i.e., desiccants, in there. Inexpensive and they inhibit the build-up of moisture that leads to mold. And don’t forget the hatches, closets and lazarettes.

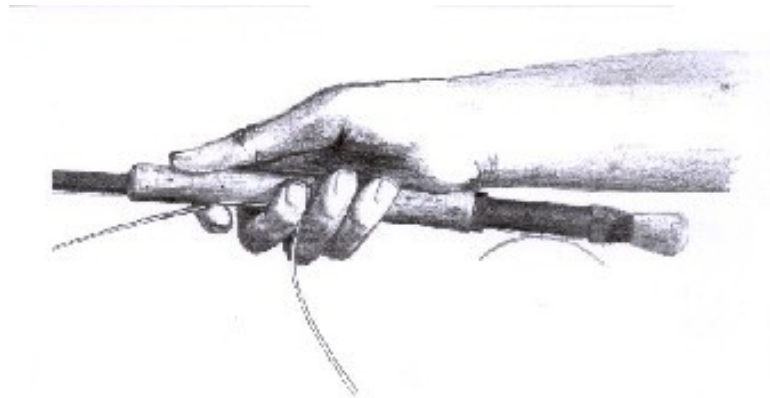


Other than covering the boat, the “mechanical system” is the most obvious place to start. Your mechanical system may only be your gasoline-powered 90-HP Johnson outboard. If so, you are going to flush the engine with fresh water (attached a garden hose to the intake and let it flush – engine OFF!), “fog” the engine with lubricating oil (be sure the fuel system is disconnected from the engine when you start the process), clean/replace the spark plugs and fuel filter, lube the carburetor and anything else that moves – choke, cam, starter linkage etc. Don’t forget the lower unit (what the prop comes out of). Replace the lube oil. BTW, if you open the drain plug and water comes out first (oil floats), you need to replace the seal. Inspect the prop(s). Any dings? Get a professional to look at that. A bad “wheel” can shake your engine apart...

So that’s your outboard. Did I ask if you had a diesel engine or an I/O? Does the boat have a transmission? In-board water system (sink/shower)? Air-conditioner? Electronics going to stay aboard or come home with the owner? So, as you can see, the list is far more extensive than the short list above.

But have fun! She’s your boat!

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...”





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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