

THE SPRAY

VOLUME 78 – ISSUE 4

MARCH 2021

IN THIS ISSUE

CHANGE OF WATCH

HOW FISH GILLS WORK

P/C ART WALLACH

A PUBLICATION OF AMERICA'S BOATING CLUB OF GREAT SOUTH BAY

THE GREAT SOUTH SPRAY

a publication of America's Boating Club® of Great South Bay

Contents

Bridge Messages

Cdr Kathy Matheson	3
Lt/C Marie Wallach, AP	6
Lt/C John Pergola, AP	7

Other Topics

In Memory – Past Commander Arthur Wallach, AP-IN	4
How Fish Gills Work	8
Boating Licenses	8
Upcoming Events	9
Boostrers	12

Squadron Leadership

Commander:	Cdr Kathy Matheson, AP – CDR@boatgsb.org
Executive Officer:	Lt/C John Pergola, AP – XO@boatgsb.org
Educational Officer:	Lt/C Marie Wallach, AP- SEO@boatgsb.org
Treasurer:	Lt/C Steven Potestio, AP – Treasurer@boatgsb.org
Secretary:	Lt/C Carolyn Cairo, AP – Secty@boatgsb.org
Asst. Edu. Officer:	1/Lt Michael Boland, AP – ASEO@boatgsb.org



The Great South Spray is a publication of America's Boating Club of Great South Bay. The editor reserves the right to edit and modify materials in a style that best meet and/or serve the needs of 'The Spray'.

Articles, opinions, and advertisements do not reflect our policy or endorsement unless so designated.

© 2021 All rights reserved.

Editor in Chief

James M Milton
Editor@boatgsb.org

Assistant Editor

Alexandra VanDerlofske

Mailing Address:

Great South Spray
105 Jefferson St
East Islip, NY 11730
Spray@Boatgsb.org



A MESSAGE FROM THE Jr. PAST COMMANDER

By Cdr Kathy Matheson, AP

In January 2020, Kevin and I attended a lovely Commander's Brunch hosted by then incoming District Commander Betsy Mandara at which I met many of my counterparts for the first time. The D3 orientation meeting got me excited about the coming year and I had my own COW meeting with my Mom and daughter in attendance. I remember how proud my Mom felt seeing me up there in uniform. It was indeed a special day.

When I appeared before you at our last Change of Watch meeting just one short year ago, never in my wildest dreams (or nightmares) could I have imagined the crazy roller coaster ride that was 2020 and the continuance into 2021. My biggest worry at that point was how was I going to fill the shoes of the outstanding Commanders who went before me and how I was going to be able to fit all of the other Squadron's COW ceremonies into my schedule. I was able to attend Jones Beach's COW meeting and then everything stopped.

2020 was a year of natural disasters – tornadoes, floods, earthquakes, and fires. It was an election year and politics seemed to consume our every waking moment. We had civil unrest in our country the likes of which I have never seen. To top it all off, we had the COVID-19 pandemic.

I remember having conversations with Luann and Larry about whether to hold the COW dinner dance, the Welcome to Boating Brunch, etc. The results were cancel, cancel, cancel. I know many of you were unhappy with all the cancellations and our overly cautious handling of the pandemic but at the end of the day, we made the right decision. We didn't lose one member of our Squadron due to the Coronavirus and I pray that continues. This was all very negative so let's look at the positives. Cont. pg 9

NOTICE TO SUBSCRIBERS

In order to coincide with our Watch Year more closely, and for the sake of timely information sharing, the Great South Spray publication schedule will be shifting one month beginning in Apr. The new publication schedule will be Feb, Apr, Jun, Aug, Oct, Dec.

WRITERS WANTED!

As we continue to try and expand the 'Great South Spray', we are in need of more writers! Writers can submit articles as much as once an issue or as little as once a year on any boating or USPS/ABC related topic. It can be anything from how to dock a boat to old stories of your boating adventures – we deeply appreciate any content you can contribute. Not a good writer? Don't worry; we copy edit every submission prior to publication.

E-mail Editor@boatGSB.org

Archival Photos Wanted

Modern technology has expanded our ability to document our past. While we are doing a great job of it now with our website, there are almost zero photos before 2008. Please look through your photo albums and send us your favorites from picnics, raft ups, or any squadron events. You can email them to editor@boatgsb.org or text them to us at 631-533-2628.

Archive Photo courtesy P/C Marie DeVito



Past Commander
Arthur Wallach
1959-2021

by Stf/C James M Milton, JN

Past Commander Arthur K Wallach of Great South Bay passed away unexpectedly on February 8th, 2021 at his home in Lake Grove, NY.

Arthur 'Art' Wallach joined Great South Bay in March of 1998 and was a member for 23 consecutive years. After joining, he would quickly jump into our educational programs by taking and passing Boat Handling and Marine Navigation in 1999 and Advanced Marine Navigation in 2000. He would also go on to take Marine Electronics, Engine Maintenance, Weather, and Operations Training. Art earned Senior Member status in 2005, and Educational Proficiency in 2002. In addition, he later earned his Boat Operations Certification: Inland Navigator in 2020. He completed 6 seminars and was an active member of the educational department as a USPS Certified Instructor from 2016 forward, frequently teaching Boat Handling and Marine Navigation. Art was awarded 13 Merit Marks for his many years of service to our organization.



Art was always keen to introduce new events and new ideas, arguably the biggest of which was the Progressive dinner in which squadron members have a four-course dinner at 4 separate locations in one evening. Another such event was the P/C Warren Alber Excellence in Boat Handling On-Water Contest. Unfortunately, due to wind and current, the first run of it in 2017 ended up being a bit chaotic, but as persistent as Art was, we worked out the bugs and the 3rd Annual contest is scheduled for this August. As his year as Commander was coming to end, he had the squadron participate in the 24th Annual Patchogue Village Boat Parade 'Hollywood Christmas'. Art was a leader, and he took bold action to improve Great South Bay. During his time as Administrative Officer and Commander, Art brought a plethora of new ideas that if documented here could easily run for 10 pages.

Our marketing has always been a weakness for our organization, and Art once again would try to correct that. His concept and implementation of the 'elevator speech' for members to use when describing America's Boating Club was borrowed by many other squadrons. That relatively simple concept has resulted in many new members and helped many squadrons grow!

One of the greatest honors that a Past Commander can have is to be asked by the new commander to be their Advisor. A critical aid to the Commander as a steady hand and mentor the advisor's role is not ceremonial, rather they are to ensure the new Commander stays on track and help them whenever needed. Art was bestowed this responsibility and was a great asset.

At the time of his untimely passing, Art was teaching Boat Handling, Introduction to Marine Navigation. He was serving as the Chairman of Advanced Grades in our Educational Department and was slated to be an Advisor to the incoming commander in 2021.

He leaves behind his wife Gale, sons Alex and Seth, more friends than can be counted, and many memories.

Art was a great person, a great Commander, and a great friend.

These two excerpts are from Art's 1st and last Great South Spray articles as Commander in 2017/2018 explain why he joined, and how he felt about being Squadron Commander:

I took the Basic Boating class taught by P/C Barry Schwartz, AP in 1998. I took that class because I had bought a 16' center console on a trailer so I could bass fish on freshwater lakes. I soon realized that towing the boat for hours to upstate NY or Pennsylvania when I lived a few miles from ocean made no sense. So one beautiful summer day I launched my 16' center console out of Captree State Park Marina and somehow managed to travel near the Fire Island Lighthouse to get a close up view. After drifting near the lighthouse, I had no anchor because I had a trolling motor in the bow so it was time to head back to the boat ramp. I had no navigational equipment on the boat. No electronics, no charts and no compass. I could see the Captree pier, but all my attempts to get there had me running into sand bars. It was like being trapped in a maze. That's when it hit me. I had no clue how to get back. Luckily, I headed west along Fire Island toward the Robert Moses Bridge, then I saw other boats going towards Captree and so I found the channel. After that experience I signed up for a boating class that I saw advertised. Since that very first class I've been hooked on boater education. That's why I joined the Squadron and eventually started teaching Piloting.

It has been my honor to serve as Commander for the Great South Bay Power Squadron. The Great South Bay Power Squadron has a long-distinguished history of providing boater education as a public service. The challenge of how to continue that service, without disrespecting our traditions while trying to re-make the image of the organization into a modern boating club and make us relevant in today's society was a mission I took to heart. It's been said "He that thinketh he leadeth, and hath no one following, is only taking a walk."

Thank you for allowing me to lead and not just taking a walk.



FROM THE EDUCATIONAL OFFICER

By Lt/C Marie Wallach, AP

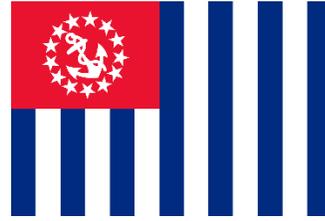
Hello GSB fellow members,
 WOW! It's hard to believe my term is over and yet here I am, feeling very melancholy over the fact that this is the end of my term and my last Spray article. It's been three years since I first took on the position of your SEO and I have to say, it's been quite a journey. I have learned a great deal from my predecessors, our GSB Instructors, my Education Dept. Committee Chairs and my co-bridge members who were always there to answer a question or point me in the right direction. For that, I THANK YOU ALL so much! I'd like to give a special shout-out to the person who was our DEO, Stf/C Luann Kazanecki, SN-CN. Luann was my main 'go to' person those first two years and her direction was invaluable. I just hope I wasn't too much of a pest.

I must say this job has been extremely rewarding. With the completion of each ABC class, each Seminar and each Advanced Course class that was completed, there was a huge sense of accomplishment. We, the GSBPS Education Team helped to make many boaters feel more confident out on the water! What a great feeling!

A couple of CONGRATUATIONS are in order. Congratulations to P/C Arthur Wallach, AP for coming in 2nd place in D3 Chapman Award contest. Thank you, Arthur, for always being the great instructor that you are.

Congratulations to D/Lt. Peter Richichi, SN-IN on the D3 Teaching Aid Awards. Great South Bay took First Place in "Trailerling", Third Place in "Metals Effect on a Magnetic Compass" and MEMBERS CHOICE for "Trailerling".

Continued on page 8



GSB 2021 National & District Officers

Great South Bay congratulates the following people will be serving on National or District for 2021/2022

NATIONAL

P/R/C Angelo Giovanniello, SN-CN

Aide to Chief Commander

Member – National Rules Committee

Member – Committee on Nominations

Stf/C Luann Kazanecki, SN-IN

Aide to Chief Commander

Asst. Chair Publishing Committee

Stf/C James M Milton, JN

Chair - Member Benefits Committee

Member - Information Technology Committee

Aide/CC Helen Nolin

Aide to Chief Commander

P/D/Lt/C Peter Richichi, SN

Member – Navigation Committee

DISTRICT

P/R/C Angelo Giovanniello, SN-CN

Chair - BOC Training

Advisor to District Commander

D/Lt Arthur Hubner, JN

Safety Officer

Stf/C James M Milton, JN

Aide to the District Commander

Chair – Information Technology

P/R/C Lawrence Postel, SN

Chair – Merit Marks

P/D/Lt/C Peter Richichi, SN

USPS Guides & Seminars

A MESSAGE FROM THE EXECUTIVE OFFICER – INCOMING COMMANDER

By Lt/C John Pergola, AP

It is with great pleasure and pride that I have assumed the position as Commander of Great South Bay for the second time. I would like to take a moment tell you why I decided to take on this responsibility again.

But first I would like to say Happy Birthday to my friend, P/C Arthur Wallach, who as we all know we lost a very short time ago. He would have been 62 years young on February 26th. Art has an amazing family, who welcomed me in when Marie and I started dating. He was a very generous person who was always willing to help with whatever project you were doing, and if he could not help you physically, he would always help you with his research. When Marie and I decided we were going to buy a boat, Art and Gail spent countless hours driving to 3 different states looking at boats with us before we finally settled on 'Second Edition'. That is the kind of person that Art was. I consider myself a better person for knowing him, and will miss him very much, even though I know he is in a better place.

I know we have a lot of rebuilding to do, the corona virus has kept up apart for the better part of a year, and I am very much looking forward to in person events again. Unfortunately, we still have a little longer to wait. I am hoping our first in person event can be our Spring Picnic at Watch Hill on 26-27 June.

Why did I decide to serve as Commander again?

Its fun! First, I really had a great time the first time around. I think I had an awesome bridge, and I am looking forward to working with this year's Bridge.

It's not difficult! Second, there is a big misconception about being Commander. It's not as hard as it looks, especially if you have fun with it and surround yourself with good people. And I don't have to tell you, all our member are good people.

There's little cost! The other misconception is the cost. People believe it costs a lot of money to be Commander. I am here to tell you that is unequivocally false. With the Budget that the Commander has, it's not expensive. I am not going say it cost nothing, but it can cost as much or as little as you want. And if a guy like me can do it 2 times, anybody can do it.

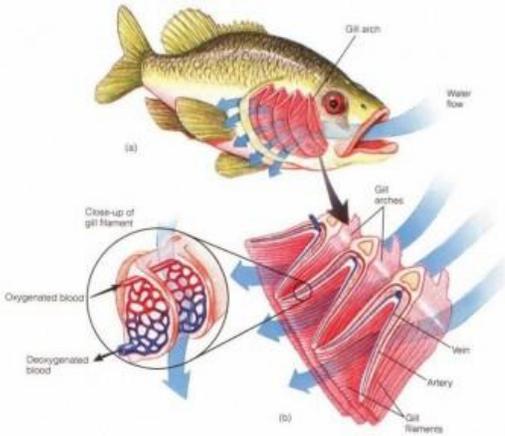
Continued on page 12





Today I Found Out: How Fish Gills Work

These fantastic little organs allow the fish to absorb oxygen from the water and use it for energy. Functionally, gills are not that dissimilar to the lungs in humans and other mammals. The main difference is how they can absorb much smaller concentrations of available oxygen, while allowing the fish to maintain an appropriate level of Sodium Chloride (salt) in their bloodstream.



Gills work on the same principle as lungs. In the lungs, there are small sacs called alveoli that are approximately 70% capillaries. These capillaries carry deoxygenated blood from the body. As oxygen and carbon dioxide pass across the alveoli's membrane, the capillaries take the newly oxygenated blood back to the body. Similarly, gills have small rows and columns of specialized cells grouped together called the epithelium. Deoxygenated blood in the fish is supplied directly from the heart to the epithelium via arteries, and even yet smaller arterioles. As seawater is forced across the epithelium membranes, dissolved oxygen in the seawater is taken up by tiny blood vessels and veins, while the carbon dioxide is exchanged.

Continued on page 11

Boating Licenses

(The following article is the opinion of the author and does not necessarily reflect the views of our USPS or ABC Great South Bay. Reprint from March 1983)



With the rash of boating fatalities in our area this past boating season, it seems to me that serious thought should be given to the idea of licensing of boat operators. On the surface, the idea of government having one more control of our lives is not appealing.

Getting government out of our lives is the popular idea of today; even the President wants to do it. However, the boating accidents that have brought attention to this subject may not have occurred if the operators had had instruction in basic boat-handling and rules of the road. It's one thing to have to put up with discourtesies of the ignorant weekend sailors who either choose not to learn boating safety or who may not be aware that such instruction is readily available - it's another when the lives of the innocent are put in danger. Therefore, there must be some way to assure that each boat operator has had some form of basic boating instruction. Two men were killed when their over-powered craft slammed into a concrete station on the Robert Moses Causeway. It was determined the boat was traveling in excess of 60 miles per hour.

Continued on page 13

From the Educational Officer

Continued from page 6

CURRENT COURSES

Virtual Boat Handling Course (Seamanship) – Started 28 JAN 2021...This is a seven-week course which is broken up into six 2-hour weekly instruction nights followed by an exam on week seven. This course will end 18 MAR 2021. A huge Thank You to our instructors!

America’s Boating Course – (Boating Safety Course) – 2 COURSES on the Calendar

APRIL 6, 13, and 20th AND MAY 4, 11 and 18th.



A Note for ALL members: 1) Even if you’ve taken advanced courses such as Seamanship, Piloting, Advanced Piloting etc., those classes do not qualify for the certificate. You still must take the America’s Boating Course to receive your certificate.

2) Remember that if your boat is pulled over, the OPERATOR of the boat at the time, which might not necessarily be the boat owner, must show proof of a Boating Safety Certificate. Failure to comply could result in a fine of between \$100 and \$250. CONTACT YOUR EDUCATION OFFICER TO TAKE THIS COURSE.

Lastly, I am not going too far. Mike Boland and I are switching positions. I am stepping down to ASEO and Mike is moving up to SEO. I have been working with Lt./C Michael Boland, AP for a while now transitioning the department to him. I know that the Education Dept. is being left in good hands. Mike is eager to learn and to put his expertise into this position. I wish Mike the BEST OF LUCK in his new position as SEO and I look forward to continuing to work together as a team.

2021 VAM

All recordings from the 2021 Virtual Annual Meeting have been posted to the USPS member site at USPS.org. Be sure to catch up on any meetings that you missed!



Upcoming Events

All events are subject to change due to Covid. Please visit our website at BOATGSB.org or check your e-mail for any updates or changes.

13 March – D3 Change of Watch/ Spring Conference (ZOOM)

26 March – GSB General Meeting (ZOOM)

7 April – GSB Executive Meeting (Zoom)

11 April – Memorial Service (TBA)

23 April – GSB General Meeting (ZOOM)

12 May – GSB Executive Meeting (ZOOM)

21 May – D3 Council Meeting (TBD)

26 May – GSB General Meeting (TBA)

31 May – Memorial Day Parade (Tenative)

A MESSAGE FROM THE SQUADRON COMMANDER

Continued from page 3

Even though our events were cancelled, we were able to connect through our Executive Meetings, District Meetings, and the Squadron General Meetings. They weren't in person meetings, unfortunately, but we did survive and thrive. We all learned how to use "Go to Meeting" ZOOM, Teams, and other social media outlets to come together as a Squadron. I won't say it wasn't painful for many members. We are social beings and enjoy being together in person and technology doesn't take the place of human interaction and physical closeness.

Without the support of my Advisors, Luann Kazanecki and Larry Postel, it would have been impossible for me to navigate the turbulent waters this year. To my unofficial Advisor, James Milton, your technological expertise helped keep not only our Squadron, but District running seamlessly, and your gentle reminders of protocol helped me to avoid some potential missteps.

Our Bridge and their committee members did an awesome job in 2020. Carolynn Cairo stepped up to take on a difficult position in an even more difficult year. Steve Potestio was as steady as ever as our Treasurer and volunteered early on to take on the financial responsibilities of the AO, since we didn't have one this year. Marie and her team didn't miss a beat with offering educational classes and seminars virtually which is not easy when your proctors are looking at a power squadron version of the Hollywood Squares. We even garnered new members for the Squadron through their various classes and seminars. John very graciously agreed to be my XO, knowing full-well what he would be facing as incoming Commander since he performed the role so well in the past.

I think 2021 is going to be an awesome year once everyone is vaccinated and we look at COVID as nothing more than another type of flu. I am optimistic for the future of Great South Bay as I look at the incoming Bridge and new blood coming on board (thank you Pat May). John will do a great job as Commander.

My hope for all of you is that you remain positive, stay healthy, enjoy your friends, and loved ones and continue to live life to the fullest. Thank you again for the opportunity you gave me to be Commander of Great South Bay. It has been an honor and privilege for me to have served you.

2021 Vessel Examiners

Angelo Giovanniello	631.661.5318	descon@att.net
Carolynn Cairo	631.581.4066	CarolynnCairo@gmail.com
Frank DeMayo	516.993.5228	fdemayo1@aol.com
James M Milton	631.681.7650	JMilton040@gmail.com
Larry Postel	631.981.0273	lawpos@optonline.net
Luann Kazanecki	631.793.5738	lukaz@aol.com
Michael Dowgiallo	631.258.2953	singulpa@aol.com



How Fish Gills Work

Continued from page 8

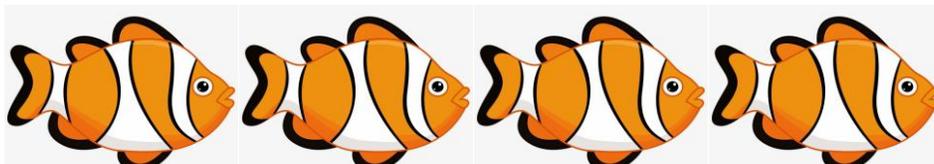
Gills themselves have a car radiator-like appearance. Most fish have 4 gills on each side, consisting of a main bar-like structure that has numerous branches as that of a tree, and those branches consisting of even smaller branch-like structures. This arrangement of cells allows for a very large surface area when the gills are immersed in water.

Functionally, the mechanism for pumping water over the radiator-like gills seems to vary depending on the species of fish. In general, this is achieved by the fish lowering the floor of the mouth and widening the outer skin flap that protects the gills, called the operculum. This increase in volume lowers the pressure within the mouth causing the water to rush in. As the fish raises the floor of their mouth, an inward fold of skin forms a valve of sorts which doesn't allow water to rush out. The pressure is then increased compared to the outside of the mouth and the water is forced through the operculum opening and across the gills.

Gills themselves need a very large surface area to provide the fish with the necessary oxygen demands. Air is approximately 21% oxygen or about 210,000 parts per million. Water, on the other hand, only has about 4-8 parts per million of dissolved oxygen that the gills can extract. Because of this, if the fish did not have a large gill surface area to absorb as much oxygen as it can for its size, it would quickly suffocate. Cold blooded animals also tend to have a lower metabolism than their warm blooded counterparts. This aids them in their ability to handle environments of low available oxygen. Should the same size fish be warm blooded, the metabolism of the little swimmer would be increased to the point that the available oxygen would not be sufficient and little Nemo would perish.

While the large gill surface area allows for sufficient exchange of carbon dioxide and oxygen, it at the same time exposes the same large blood volume to the hypertonic (that is, saltier than thou) sea water, creating a situation in which fish must have a backup mechanism for expelling excess sodium that has been incidentally absorbed. Conversely, freshwater fish need to have an opposite mechanism allowing them to excrete excess water to keep their sodium levels appropriately high. Never mind about those anadromous gypsies who trounce back and forth, able to thrive in both fresh and salt water environments. We will just call them show offs and leave it at that.

To deal with this sodium problem, inside the gill resides nifty little cells called chloride cells. These cells allow for the extrusion of any unwanted sodium. Freshwater fish tend to have less of these cells than do their seafaring counterparts. This, combined with the ability to have extremely diluted urine, allows fresh water fish to keep their sodium level appropriately high.



A MESSAGE FROM THE INCOMING COMMANDER

Continued from page 7

“Membership is Job #1” – C/C Mary Paige Abbott

Our main focus this year will be Membership. Not only would I like to increase membership but would like to focus on younger members. Many of us are getting on in age and need to pass the torch to the youth. If anyone has any ideas on how we can recruit young people, please feel free to let me know. I am open to all suggestions.

Another focus for this year is to make it easier for members without boats to attend our on the water functions. Maybe, some of us with boats can reach out to those without boats.

Lastly, I would like to get our students back in the classrooms. Marie had done a wonderful job virtually this year and now that her term is over the torch has been passed to Mike, we look forward to him getting students back in the classrooms where they belong, COVID permitting of course.

On a lighter note, I would like to continue with the dinner meetings that P/C Arthur Wallach started. I think I am starting to ramble on, so in closing I would just like to say, I know I follow a long line of Great Commanders and I hope I can live up to your expectations!

THANK YOU TO SUPPORTERS OF THE GREAT SOUTH SPRAY

This is for Al Cjacs	Back to the Beach The Businskis	SheScape Doreen	Good Luck GSB The Barratos
Avanti Joani & Angelo	Born to Play The Sinacore Family	McCourtship Fair winds & Calm seas	Mary & Michael 2020
Wowie Maui Remembering Bill	Moonlight Shadow Ally & James	Second Edition Marie & John	Never Say Never John, Jack, Nick & Ellie
Sea Raider Lisa & Joe	Pennies from Heaven Larry Postel	Interim Larry & Marge Grossgold	My Pleasure Remembering Tony
Fair Winds & Following Seas John & Marie	Lady J PARTY Joe & Joan	In Memory of Warren Alber Neutral is your friend	La Boheme II Chuck & Karen

ARCHIVE PHOTO SPOTLIGHT

Photos courtesy
Margaret Ford & Marie DeVito



Boating Licenses cont.

Continued from page 8

Reading of this incident, one might conclude that having a license and the knowledge of safe boat handling would not have prevented its occurrence. Perhaps not. If a person wants to kill himself, well, let him. Do we really mean that? I don't think so. If we were to see a man on a tall building ready to jump, would we join a mob below and yell go ahead, or would we, if we were able to, try to talk him out of it. But of even more importance, what about the passenger? A Connecticut man cruising at high speed through the wake of another boat, became airborne and crashed into another boat throwing the three occupants into the water causing serious back injuries to one. Could this accident have been prevented by the licensing of this man? Maybe not, but his reckless actions could have caused him to at least lose his privilege of operating a boat. As it is now, even though this man was indicted and charged with reckless endangerment, assault, criminal mischief, leaving the scene of an accident, speeding, and reckless operation of a boat, and, even if convicted, he would still be allowed to operate any boat he chose. I do not wish to belabor the issue of the Karen E; however, this is the ultimate argument for some sort of boat operators licensing. *(Editor's Note: The Karen E was a 36-foot cabin cruiser that had been sucked into the wake of a passing tugboat, got caught on the tugboat's 1,200-foot-long towing cable and then was run over by the barge that followed resulting in 5 deaths on August 9, 1981.)* If the operator of this vessel had enrolled in a USPS boating course or the equivalent from the Coast Guard Auxiliary, the loss of five lives could have been prevented.