

# GNYAA

NOVEMBER 2011



# GREATER NEW YORK ANGLERS ASSOCIATION INC.

## PRESIDENTS LINE

November is here once again and the mad rush to balance the fishing that soon will be coming to a close and the winter fishery that will be here shortly in the colder months. Somewhere in between will be the bird hunting with the hounds. I guess some of you will be heading off to warmer climates planning for bone fish, permit reds etc. I'll be planning myself for a steel head trip to the big lake on one of the Feeder Rivers; I hope the weather this year is a little more stable than last. The salt water side for me this year was one of the less productive I've had since the eighties. The inshore bass and blue fish season started out with a bang but by July it was evident that it was going to be a tough season. The prevalent bunker schools all but vanished in July and with it the fishery. I've joined save our bunker in the hopes that legislation will come down the pipe to offer some protection on these very important baitfish. I hope you had a better season, club members emailed and phoned over the season with reports and fly patterns along with locations to fish. Speaking of fish, the last flotilla will be scheduled for the season; some good fall run fish may be had this year on the south shore. May be a pair of waders will be all you need to fish the surf at Jones beach or fire island points .If you're interested to fish let Ron Restivo or myself know and we will finalize the day ,date and location. It may turn out to be a decent outing!

As all ways if you have any news, photos flies, lies or truths in your adventures, please forward them to Dave for our news letter. I look forward to seeing you at the next meeting. Thank you

ON THE COVER  
Ron Restivo  
In Search of Albies

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MEETING NOTICE  
WEDNESDAY, November  
9th, 2011

Manhasset Bay Yacht Club  
455 Main Street  
Port Washington, NY 11050  
1 516 767-2150

7:30 PM

Casual Dress, No Jeans



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## FISHING REPORTS



Briam Moran with a fly rod on the east branch last week , 18 sulfers , rain bows mostly



A friend releasing his catch



Wally this Sunday with a bass,,



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

**Quick, Honey, Put on a Life Jacket!**

A number of years ago, as I was doing a (free) vessel exam for the owner of a very substantial yacht, I got to the part where I ask to see the life jackets. (see Atlantic Maritime, "[Life Jackets Save Lives – Maybe Yours](#)", 2/11/09) He pointed me to a locker, which I opened to find the life jackets, stowed under an anchor, chain and additional rode. This column is about that.

**No Good If You Can't Get To Them**

I promptly asked him, "sir, do you have any grandchildren?" "Why, yes, I do. 5 of them. Why do you ask?" I replied, "Imagine what forces you will be under when you say these words to your grandchildren, 'quick! Put on a life jacket!' and you point to this locker. Which one of your grandchildren will be able to move this anchor to get to the life jackets – which are still in their wrappers, btw." He blanched.

No safety equipment is of any use if you can't get to it. Or, no one knows where it is except you, the skipper, who is likely to be mighty busy just when safety equipment is needed. Talk about pressure!

**Pre-Underway Check List**

By USCG regulations, before we leave the dock on a mission – of any type or any duration – we must, as a crew, go through a check-list akin to a vessel exam. This includes, among many items, where are:

The extra life jackets (we must have ours on at all times, which is an EXCELLENT idea, skipper (see Atlantic Maritime, "[Do I REALLY Need to Wear a Life Jacket](#)", 9/24/08));

1. The medical kit – and ensure that none of the perishable supplies have in fact perished due to the passage of time;

The "visual distress signals", i.e., flares – and that they have not expired and are serviceable (see Atlantic Maritime, "[Visual Distress Signals and the Private Boat Captain](#)", 9/27/06);

1. The boat hook – a good tool for extending for retrieving something – or someone – that may be just out of reach;

The Man Overboard "apparatus", i.e., line and ring to throw to someone who has indeed fallen overboard (see Atlantic Maritime, "[Maaaaaaaann Overboard!](#)", 11/19/08);

And fire extinguishers (see Atlantic Maritime, "[Vessel Afire!](#)", 3/14/07).

This list is by no means exhaustive but it represents some of the major categories of pending disaster that may befall a skipper. While you are dealing with the boat and how it needs to be used to respond to the emergency, your crew can be dealing with the crew's response. Whether it be a grounding (see Atlantic Maritime, "[Hard Aground – Now What!?](#)", 7/9/08), or far worse, a vessel sinking being dealt with (see Atlantic Maritime, "[We're Sinking](#)", 12/13/06), you as the skipper have a lot on your mind and a lot to deal with. Can you imagine yourself also having to stop dealing with the emergency at hand so that you can direct crew to emergency equipment that will protect them and you from the effects of that emergency?

**But Everyone Has a Pressure Point...**

Beyond which, they start to crack. What do you do if the crew can't handle the pressure as well as you are handling it?

Well, how about handing them the laminated lay-out of your boat with the location of all the equipment labeled? Seriously, of all the risks that you spend time and money in preparing for and against, have you thought about panic as a risk? What then?

“Honey, hey, enough! Here, look at this – right now – and go get everybody in life jackets. Now!”

It is likely to reduce the panic because now the crew has something to focus on other than the water sloshing on the floor boards...

Oh, remember the comment about a (free) vessel exam at the start of this column? If you want one, email me below or see Atlantic Maritime, “[No Fuss, No Muss – and Your Favorite Price \(free\) – Vessel Exams](#)”, 4/8/08)

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...”

## **Arts of the Angler Show Returns to Danbury, CT November 12 & 13, 2011**

October 31, 2011

The Center of Fly Fishing, Livingston Manor, NY. The Catskill Fly Fishing Center and Museum will hold the Fourth Annual Arts of the Angler Show at the Ethan Allen Inn, in Danbury CT on Saturday and Sunday, November 12 & 13, 2011. This unique show combines the finest in vintage collectibles and contemporary fly fishing ‘arts’. It has been regarded as of the largest of its kind in the USA. In addition to the show featuring the ‘arts and crafts’ of the angler: bamboo rod making, fly tying, books, and artwork, a live consignment auction of collectibles will be held after a special priced dinner on Saturday evening. (Accepting consignments now). And returning will be the popular Book Exchange (the CFFCM will sell your books, bring them and enjoy the show).

Joining over 30 great fly tyers who provide non stop fly tying demonstrations through out the show will be recognized bamboo rodmakers: David Van Burgel, Per Brandin, Marc Aroner, John Gallas, Jim Downes, Kathy Scott, among others. Not only will visitors see the best in today’s cane fishing rods available will be the widest selection of used and collectible classics from a selection of vendors. (Vendor Space is limited).

The Ethan Allen Inn is centrally located at Exit 4 on Interstate Route 84 in Danbury CT. This venue provides an elegant yet casual setting for a fine show.

For more detailed information on the Arts of the Angler Show, follow the changing details here on this sponsoring website or visit the Catskill Fly Fishing Center and Museum Facebook Fan Page or website [www.cffcm.net](http://www.cffcm.net)

Its all about fly fishing.

Contact: Erin or Pat, CFFCM 845-439-4810, [flyfish@catskill.net](mailto:flyfish@catskill.net)

## FISHING MONTAUK

It was our second attempt to go out with Jeff this year. Our last trip out earlier this month was a blow-out with winds gusting up to 30. It was another windy day but not so bad we couldn't fish. We met Jeff at his boat in Orient and made a wet and bumpy run over to Montauk where the action was best. On the way we stopped at Gardiners Island where we found some False Albacore but they weren't feeding well and were moving around too fast to really cast to. We continued on to Montauk where the Albacore were spread all around. We went around the point to see if things were better and came across a massive blitz of striped bass feeding along the shoreline. Ron and I both took a cast and hooked into to 30+ inch fish. After we landed them we moved away from the beach and got into the False Albacore as we worked our way back around the Point. Epoxy flies on #2 hooks in chartreuse/ white, rainbow/ white, and tan/white were the ticket. Seas continued to be very rough while we were out. Being on the bow of the boat was more like a punishment than a plus. In one photo you can see the wave well over Ron's head as he was fishing in the back of the boat. We each landed 6 to 10 False Albacore before we started heading back to Orient. Along the way back we made another stop at Gardiners Island to catch a couple of more fish before returning to the dock. Jeff is a great guide and we really had a great time with him. Ron and I brought a striper home for dinner that night. I grilled mine in a nice Italian dressing marinade. Great way to finish off a great day! John Thomson





Ron & John with some of their prizes for their efforts!



Ron & John, something for the table!

## **Grilled Striped Bass** John Thompson

Fillet your bass and leave the skin on.

Scale the fillet and rinse it off.

Marinate the fillet in Italian dressing for 30 minutes to an hour.

Get the grill nice and hot while the fish marinates.

Put the fillet on the grill skin down and cover loosely with tin foil. Make sure the foil is shiny side down.

Grill the fish for 15 to 20 minutes depending on the thickness of the fillet. The fish should be flaky but not dry.

You can flip the fish to sear the top but make sure to spray pam on the grill and only flip it for a minute or it will stick.

If you don't like your fish with the skin on skin it and use a fish grilling rack. You can then flip the fillet and give it a nice searing on both sides. I also marinate the fish longer when I use the rack, usually an hour plus.

### Side dish, med style rice.

1 pack of boil in bag rice (about 4 cups) brown or white, your choice.

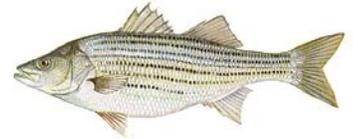
2 tbsp olive oil

2 cloves diced/ minced garlic

1 small can of olives diced

3 scallions diced

1 tomato diced



Cook some rice.

While rice is cooking , put about a 2 teaspoons of olive oil in a frying pan.

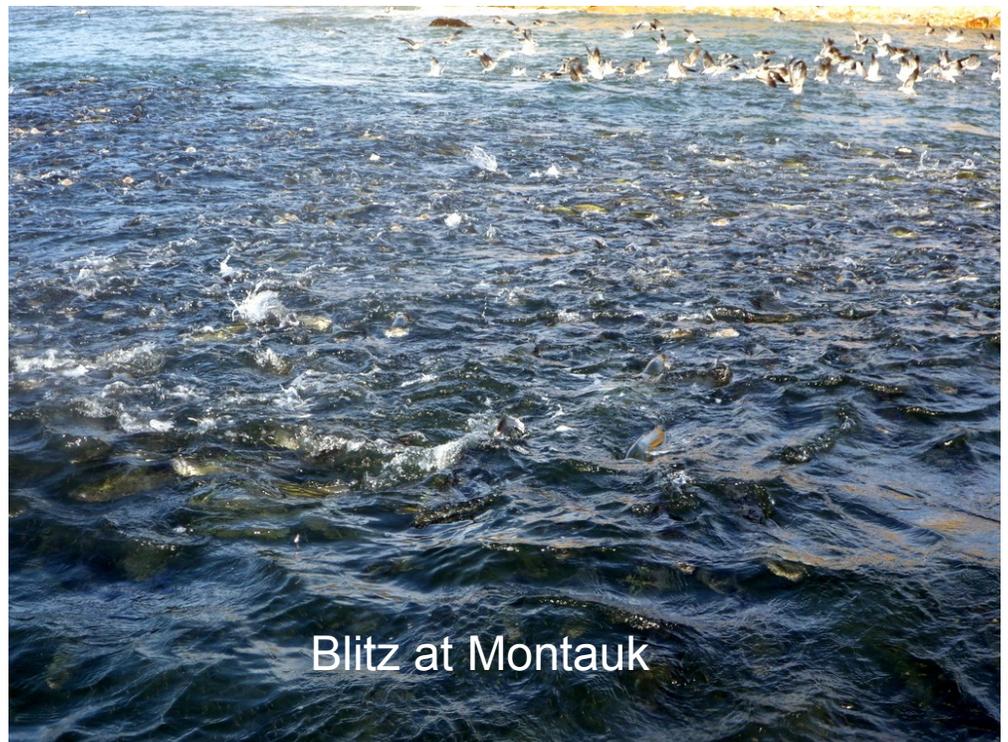
Sautee two cloves diced garlic in the olive oil.

Once garlic is starting to brown add diced scallions, olives, and tomatoes to the garlic and oil.

Stir and sauté ingredients for five minutes.

Drain rice and add to frying pan and stir all the ingredients together.

Continue to stir in pan and cook some of the moisture out of the rice. Enjoy!



Blitz at Montauk

## Bounce Beaters: Support Your Outboard

It's an all too familiar sight - the happy angler cruising down the highway with a boat in tow, and the big outboard on the back is jumping for joy every time the trailer tires cross a crack in the pavement. Our angler is thinking about fishing, while the outboard is considering jumping ship on the way to the lake.

### The Flex Factor

A typical boat transom is around two inches thick, and an integral part of the hull structure, designed to transfer the engine's thrust (pushing power) from the transom to the rest of the hull, enabling the boat to move forward.

An average 200-350 horsepower outboard tips the scales somewhere between 500-800 pounds, and only four bolts hold this monster to your boat. That's fine for using the boat in the water; however, when you trim up the engine to trailer the boat, the outboard's weight acts as a lever, trying to flex the transom. Given sufficient time, the transom will eventually fail - not a good thing for the boat, outboard, or your wallet.

Imagine taking a thin piece of plastic, say a credit card, and you bend it repeatedly. Flex it enough times, the card will crack and then break - just like a boat transom with a bouncing outboard bolted to it. This phenomenon isn't unique to high-horsepower outboards or specific hull materials; all unsupported outboards - no matter what the horsepower rating - will work against the boat's transom without some kind of support to hold the engine in place.

### The Fix

Ideally, we could trailer a boat with the outboard trimmed down, but this is impossible because the skeg would drag on the pavement and break off.

The solution is to trim up the outboard and secure it in place with a device generically called a "transom support". A transom support reduces the outboard's lever/bouncing effect to the point where it's negligible.

There are several brands of transom supports on the market. Most consist of an adjustable bar that attaches to the trailer on one end and to the outboard's gearcase on the other end.

Another approach is a composite tube, such as the Yamaha Outboard Trailering Support, that clips over the outboard's trim rod (or ram) with the engine trimmed up. Insert the tube over the trim rod, and then trim the unit down until the weight of the outboard is on the tube.

Either product works well to keep the outboard in place during transit, as long as you use the transom support properly.

The key is getting into the habit of using a transom support. Make installing the support part of your pre-trip routine. Your transom will thank you for it.



When trailering a boat, make certain that you've taken appropriate steps to protect the transom from the weight of the outboard. Ranger Boat photo.



One way to protect your boat's transom during trailering is to install an adjustable bar to support it. Photo Courtesy Yamaha Marine Group.



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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**Happy Thanksgiving**