



# CROW'S NEST

publication of *NEW YORK SAIL AND POWER SQUADRON, Inc.*

A Unit of United States Power Squadrons®  
District 4  
SAIL AND POWER BOATING

## COMMANDER'S MESSAGE

By *Rusi B. Patell, SN*



12,500 feet above sea level! That's almost 2 ½ miles straight up in the clouds, where the air is rarefied and breathing can be labored with every activity you undertake.

Lake Titicaca in Puno, Peru, considered a sacred lake by the Incas, is the highest navigable body of water in the world.

I would like to share with you a fascinating piece of history that Maharukh and I had the pleasure to experience at Lake Titicaca, and which should excite anyone who loves boats.

The M.S. YAVARI is the oldest ship made of iron still afloat. Iron hull and iron deck (Old Ironsides has a wooden deck).

Her master, Captain Carlos Saavedra, exuberant, witty and utterly charming, took us on a tour of the ship.

The Yavari dates back to 1862 when the Peruvian navy ordered two gunboats, the Yavari and sister ship the Yapura, from the James Watt Foundry in Birmingham, England. Only the guns were never delivered - first because Peru was at war with Spain, and later because it was at war with Chile. To this day, the guns have not been delivered. A gunboat without guns! So she carried on as a cargo and passenger vessel.

The building contract called for the ship to be crated and sent in pieces, with no single piece weighing more than 400 to 450 lbs. The cost, 8,000 Pounds Sterling, with an additional 3,000 Pounds for re-assembling the ship in Puno. How else would they get the ship up 12,500 feet?

The crated ship was dispatched for a passage around Cape Horn to Arica, a former Peruvian port. From there the task of getting the ship up the Andes to Lake Titicaca was daunting indeed. A distance of 250 miles, but a climb of over 15,500 feet up treacherous trails. It needed a phalanx of porters to carry the crankshaft and a caravan of mules to carry the rest. The entire journey lasted six years. It was Christmas Day 1870 before the hull of the Yavari was eventually assembled and launched.

The original vessel was 100 ft. long, with a 17 ft. beam and 10 ft. draft. She was equipped with both sails and a steam engine (60 hp) for which the only available fuel was dried llama dung. So the ship was extended to 150 ft. to accommodate both, fuel and cargo.

In 1914 the engine was replaced by a Swedish 4 cylinder diesel Bolinder, the largest and oldest of its kind still in working order today. (See a photograph of it elsewhere in this issue.) Captain Saavedra dotes on it with tender loving care, but alas this engine takes three full-time engineers to operate underway. Not economically viable. At this altitude *just the glow plugs take two hours to heat up*, and need the constant attention of one full-time engineer. So a small functional diesel is planned for driving the ship underway. The Bolinder will stay on for its esthetic beauty and as a backup.

After years of neglect and abandonment, Ms. Meriel Larken bought the vessel and started the task of restoring her as a maritime monument. Captain Saavedra has been in charge of restoring the Yavari for the past 13 years. Since then all the historic treasures of this 19<sup>th</sup> century vessel have been restored, the hull finished, inspected and approved by the authorities, and in 1998 she was

officially inaugurated as a State Registered Museum. In December 1999 she slipped her moorings and sailed gracefully out of the port under her own steam. The first time in over 40 years.

The Yavari will be fitted out in authentic Victorian splendor. It will have a capacity of 20 passengers and 12 crew, with a casino under the foredeck. She is to have two wooden masts, but the rig has not been decided. Most likely it will be a brigantine. It is expected to take another six years to complete.

As we took leave of Captain Saavedra, he asked me to be the last one off the ship. And then standing at attention, he and his crew piped me ashore with a whistle and a smart salute.

See you all at the barbecue at the Miramar Yacht Club on August 14<sup>th</sup>.

Happy Sailing!

*Safe Boating Through Education*



**Gunboat Yavari in Puno Harbor**

**Captain Carlos Saavedra by the Bolinder Diesel**



## MACHU PICCHU



Rusi and Maharukh in the clouds of Machu Picchu

## THE EXECUTIVE COMMITTEE

The Executive Committee consists of the bridge officers and at least three members at large. Everyone on this committee must be elected by the membership. The functions of this committee include:

1. General change of policy.
2. Management and finances.
3. Custody of squadron property.
4. First approval of all bills.
5. Recommends dues structure.
6. Approval of membership invitations.
7. Approve commander's appointments
8. Approve proposed bylaw changes.
9. Approve educational course offering
10. Fill elective office vacancies.
11. Investigate any complaints that may require disciplinary action.



**EDUCATION**

**Lara Goldfeder, Steven Kahan and Matteo Ruggio** passed Engine Maintenance with grades of 97%. All missed the same question, (EM101) regarding pitting and blackening of the breaker points and a weak spark caused by condenser failure or poor grounding of the condensed lead, and (EM102) always connect the **negative** battery cable last and disconnect it first. This leads me to believe the questions were poorly worded or misleading, since these students are very smart and it is too much of a coincidence that all missed the same questions. *Ed.*

**Charles Duffner, Donald Frazier, Lara Goldfeder, Robert Greenhaus, Scott Jacobson, Steven Kraus, Paul Leone,** and have passed Piloting. Congratulations to all, and to their instructor, P/C Frederick Winkler, SN.

**WE GET MAIL**

“Dear Squadronites, Enclosed is my usual check as a contribution toward the good work you all are doing to teach good and safe boating to those who seek your help in the New York area.

Now at the age of almost 95, I miss the thirty years I spent in learning at courses in Julia Richman High School where I took all the courses given there. I later lectured in the auditorium and classrooms on Piloting, Advanced Piloting, Junior Navigator, Navigator, Marlinspike Seamanship and a few nights on Engine Maintenance.

I also did a hitch as Commander.

Most of my old friends are gone, but I still joyfully remember.”

*P/C Mike Schlang, N, 15 May 2004  
(P/C Maurice H. Schlang, N, a Life Member with 26 Merit Marks, was commander in 1956-58. Treasurer Jack Storm, N, recalls he was actively boating until he was 90, and he has donated as long as Jack was Treasurer)*

Dean Fuller, N, a **Life Member** with 35 Merit Marks, writes “Sorry to be late with this contribution. I’m recovering from triple-bypass surgery and doing well.” (*Dean apologized for being late! He taught Seamanship for years and did the opening Boating Class lecture for years longer. He has crossed the Atlantic on a small boat, recalls Jack Storm.*) •

**The Crow's Nest**

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Distribution: 181 members & associate members, 18 District Cdrs, 18 District Editors, 24 V.I.P.'s.

**IN MEMORIAM****DAVID ZELLER**

P/C Dave Zeller, P, AP, passed away June 28. With 12 Merit Marks to his credit, Dave was an inspiration to members new and old. His method of operation was to call on the telephone, deliver a quick compliment or commendation for something you had done for the Squadron, and sign off. A sister Marge Wishbow and nephews Hal, Richard and Matthew Gavzie survive him. Interment 30 June was at Old Mt Carmel Cemetery, Glendale, NY. We dedicate this issue of the Crow's Nest to his memory. *See photo p.6.*

*NYSPS needs a laptop for use in the classroom: Please contact Cdr Patell.*



## SAILORS LEAVE FOR GREECE

Sunday, May 30, 2004: Two intrepid men left for Greece today aboard a 40-foot sailboat. Christos Katehis and Tony Prikas left Sheepshead Bay, Brooklyn after attending services at Three Hierarchs Greek Orthodox Church. Father Eugene Pappas accompanied the pair back to Miramar Yacht Club, where Katehis is a member, and blessed the boat and crew preparatory to leaving. Brooklyn Borough President Marty Markowitz was there and presented a Declaration in recognition of the event. Other representatives of the Greek Community included Zoe Koutsoupakis and Peter Krekoulis, Senior Vice Presidents of Marathon National Bank, and Zacharias Stavroulakis of the Cretan Organization (Greeks from the Islands of Crete), a Greek community leader.



*Father Eugene Pappas, Zoe Koutsoupakis and Peter Krekoulis watch as Brooklyn Borough President Marty Markowitz presents a Brooklyn flag to be transported to Greece.*

A daily log of their journey can be accessed on their informative website at <http://216.119.120.55/greece2004>. (Make sure your "pop-up" feature is enabled for this site.)



*Chris and Tony at a Press Conference.*



*Tony Prikas, Marty Markowitz, Father Eugene, Zoe Koutsoupakis, Christos Katehis and Peter Krekoulis at the blessing of the boats.*



*(Departure from Rockaway Inlet)  
The Voyage of the Adele*



Newest Members George Zulick and Maria Avegno at Rendezvous. Squadron Chef Geggg Manjorin, left



Maharukh Patell, Fred Winkler, Rusi Patell At Rendezvous



Car Radar, as seen in parking lot of Champlin's Marina on Block Island. Is this Really Necessary?

**P/Lt/C Katherine Law, SN** will be sworn in as Commander of San Diego Sail And Power Squadron on 22 January 2005. She is also a Lt/C in District 28 and editor of SDSPS's newsletter.

**HAVE YOU HAD A VSC LATELY?**

by the editor

No, it has nothing to do with your reproductive capabilities; it has everything to do with the seaworthiness of your boat and your ability to transport your family and your guests safely. A Vessel Safety Check, performed by a qualified examiner trained by USPS, ensures that your boat is safe and well equipped, so that you can embark on an outing or cruise with confidence.



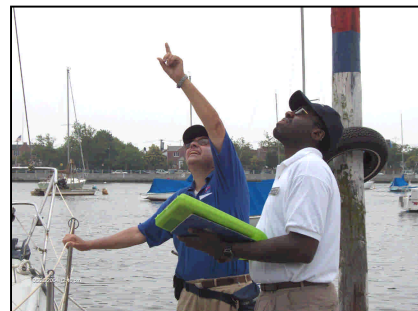
Pictured below are some photos of VSC Officer Lt/C Darwin W. Richmond, S, being observed by PRO Lt Robin Verges, who plans to get some favorable press in local newspapers. It was a beautiful day, and after the check, we had lunch and went for a sail. After the sail, Darwin did a safety check on the boat in the adjacent slip.



Numbers Check



Running Lights



Masthead Light

## EDUCATIONAL DINNER

According to District Educational Officer D/Lt/C Florence Smith, SN, New York Sail and Power Squadron is unique in that it holds an Educational Department Dinner each year, to recognize the hard work contributed by the instructors, to critique past performance and to plan for the coming classes. This year's event took place at Mullen's Café, 7<sup>th</sup> Ave at E. 23<sup>rd</sup> Street, quarters secured by Admin Officer Lt/C Darwin W. Richmond, S.



PRO Robin Verges meets P/C Dorothy Sutter



Ch Basic Boating Gregg Manjorin and Robin



D/4 Educational Officer Florence Smith

Just in! **Michael Friedman, Ruth Witzum, Kazuko Ito** and **Paul Reardon** have passed Advanced Piloting. **Kevin Boyd** passed the open book exam and has only the closed book exam to complete. Congratulations to our newest AP's.

**Right, P/C David Zeller at a Holiday Party**

## THE A LIST

If your Membership Certificate begins with the letter "A," USPS did not ask for your date of birth. Therefore we could overlook birthday greetings in the *CROW'S NEST*. If you are a member of the "A-team," please notify the editor and/or the secretary, and we will see to it that you are properly recognized. *Thanks*

## BIRTHDAYS

Albert H. Rudner 7/25/1908(\*); Christine Behrens 9/3; Robert Krein 9/5; Joel Rosenfeld 9/6; Loyola Fernando 9/11; James Williams 9/13; Betty Graziano 9/20; Joseph Van Schaick 9/20; Joyce Johnson 9/23; Travis Perry 9/23; Ivan St. Rose 9/23; Bradford Winston 9/26 . (\*) Overlooked last issue- member of the A-Certificate Team.

## PHOTO OPPORTUNITY

This year's Photo Contest categories are **Squadron Photos, General Boating Shots and Children in Boating!** Keep in mind that summer is probably the best time to store your boating experiences on film. There is plenty of time to think about how to present them to the judges, who will be announced in September. Meanwhile, send your entries to the editor, me, at the address on the masthead. All entries will be returned. #





## POLAR DIAGRAMS

By Cdr. Rusi Patell, SN

Everybody is talking about Polar Diagrams and VPP these days. They've been the buzzwords since the nineties, especially with die-hard racers who want to squeeze out every last milligram of performance. You've seen these diagrams. The adjoining diagram depicts a polar for the Colgate 26.

But now that you have it in front of you, what do you do with it, what does it tell you, and how does it help you.

Let's step back a bit to the eighties when some engineers with computer facility developed a mathematical simulator called a VPP (Velocity Prediction Program). They input a great variety of boat characteristics, and came up with VPP tables showing predicted boat velocities at various points of sail, in various wind speeds and water conditions. From these tables, diagrams were generated to visually demonstrate the tables.

How does one get a Polar Diagram? The first thing to remember is that a polar is created for a specific boat. There are no generic polar diagrams. A naval architect would be commissioned to develop one for his design. U.S. Sailing had compiled a host of polar diagrams for various boats and sells them for a few hundred dollars each. They will also sell you a full performance

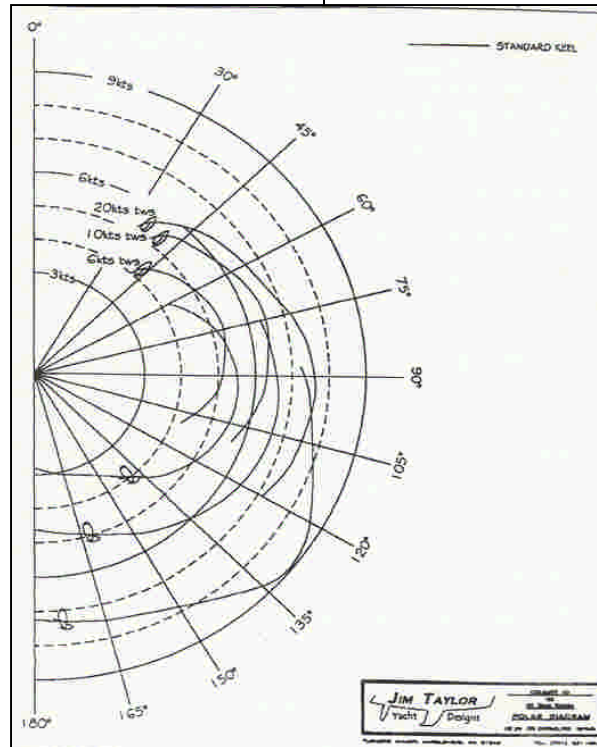
package, with your input specifying a variety of details about your boat.

But the thing to remember is that if you were a serious racer, you would want a polar diagram created for your specific boat, not just your type of boat. If your pockets were deep enough for an expensive racer, you would certainly want to have a polar created for your specific yacht. A polar diagram

would be quite different if your boat was equipped with a spinnaker or with a furling genoa or jib or a folding prop, etc. Polars have become increasingly sophisticated from their origins in the eighties.

So now you've plunked your money and bought a polar diagram for your boat. You're staring at this diagram and hoping not to get mesmerized. So let's see what it represents.

A polar is generally drawn in a vertical semi-circle (000 to 180 degrees on the azimuth). You may also see it drawn as a full circle, but the semi-circle is the more common form. The concentric circles radiating out from a center usually represents the VMG (Velocity Made Good). These VMG are normally listed along the vertical axis (representing each concentric circle). Sometimes they may be indicated along the circle, as in the case of the Colgate 26 diagram. Generally the VMG circles are represented in increments of 1 knot. The maximum will depend on the top velocity that that particular yacht might be capable of making. It could be 9 knots, 15 knots or more. The spokes that you see radiating out



from the center represent your points of sail. The top of the page represents 000 degrees or headed directly into the wind. 180 degrees is dead downwind. That is the basic polar diagram.

Let's talk about VMG. Some explanations are in order to understand VMG. As a navigator, you know there are two basic sets of boat speeds that you are confronted with. One is boat speed, commonly referred to as Speed through the water. It is the speed you learned about in basic piloting when you dealt with the speed, time and distance formula  $60 D \div ST = T$ , to determine your Ded Reckoning (DR) track (it stands for deduced or calculated reckoning, and has nothing to do with death; the term just got corrupted over time). If you sail in the Hudson River, you are all too familiar with it when you are sailing *against* the current. The water is rushing past your boat at a healthy speed, but you are going nowhere. Your boat is sailing in place or maybe even going backwards. The water rushing past you is Speed through the water. And that's what your knotmeter shows.

Another kind of speed is Speed Over Ground, also called Speed Made Good, or Velocity Made Good. It goes along with Course Over Ground or Course Made Good. This is the speed that your boat is actually making over the ground. In the above example of the river current, your SOG or SMG or VMG is zero, since you are sailing in place, going nowhere over the bottom. In current sailing, the current is represented by much more than the velocity and direction of the water (Tidal Current). Your speed made good is the result of a combination of factors. And together they represent current. Things like the shape of your hull, underbody appendages, waves, hull deformities, listing etc. all combine to represent current and cause your boat to

deviate from your DR track. The one exception is the wind. The sideways displacement of your boat due to wind is called leeway. There are other courses and speeds, such as, Intended Track and Speed of Advance, but we won't go into that here.

Let's stay with the VMG moniker. That is the term used by performance sailors to designate boat speed made along the direction of the wind. Conceptually, for a particular sailing condition there is a single combination of boat speed and true wind angle that results in optimum VMG. The longer you can hold your optimum VMG, the better will be your cumulative performance.

Now you add in the performance factors. The naval architect, in developing the tables from his Velocity Prediction Program (VPP), takes into consideration such things as hull design, displacement, sail area and inventory, keel design, righting moment, ability to plane, and many more engineering factors.

With these tables, the naval architect plots the predicted boat velocity at various points of sail and wind velocity to give you a graphical representation.

So now when you are studying a Polar Diagram, you will see that the VPP plot curves across various VMG circles at different points of sail. You still have to make the decision as to what point of sail you want to be sailing to consistently hit the optimum VMG and achieve the best cumulative performance.

Polar diagrams are also used by routing and weather programs to determine the best routes for offshore and long-distance sailors.

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## CRUISING LONG ISLAND SOUND

by Ruth Witztum, AP

(In July Mike and I took our first extended [more than 2 days] cruise on Long Island Sound along with other boats from our yacht club - Miramar. What follows is an account of our experiences and observations about that cruise.)

On July 8, a group of Miramar Yacht Club boats set out for Long Island Sound. *Sea Dragon*, *Wayzgoose*, *Delicious* and *Robyn* left from Sheepshead Bay and were joined at Gravesend Bay by *Dana* and *Camelot*. *Wayzgoose* also happens to be a NYSPS boat. *Camelot* is a catamaran, whose owner, Patrick Murphy, has attended NYSPS parties as a guest. We passed under the Verrazano Bridge and up the East River, riding the incoming tidal currents. The day was sunny and hot and the east side of Manhattan gleamed as we motored by. Our speed picked up as we passed through Hell Gate and under the Whitestone and Throg's Neck Bridges. *Sea Dragon's* speed over ground exceeded 10 knots and we seemed to be flying (in a sailboat manner of speaking).

As we entered the western end of Long Island Sound, winds from the west led all to raise their sails wing-on-wing for the journey eastward. While some found this to be wonderful sailing, sailing dead down wind was not our favorite point of sail, as we found it difficult to keep both sails filled and the boat moving in the proper direction. (In truth, we did more sailing on this first day and the second, again primarily wing-on-wing, than we did for the entire rest of the trip. For the rest of the journey, the winds always seemed to either be weak or on the nose, and we either motor-sailed with just the main up or motored with no sail up at all.)

The first night brought us to the beautiful, secluded cove at Eaton's neck, where we dropped anchor and had cocktails on *Camelot*. Except for one other boat, we shared the cove only with the Coast Guard boats stationed there. The USCG boats came and went during the night, and in the morning reveille was played, inexplicably, at 6:00, 7:00 and 8:00 am.

*Camelot* left us on Friday to head to Nantucket and the remaining 5 boats sailed/motor-sailed to Port Jefferson. Saturday we sailed across to Connecticut, with three boats docking at Westbrook, next to an 82-foot mega yacht in the adjoining slip. Looking at that giant boat, with a 3-spreader mast and winches the size of automobile tires, we all wondered how any one person could handle that boat, especially if the power was out. Our Miramar boats looked like poor country cousins next to that sleek behemoth.

From Westbrook we journeyed east on Sunday to Stonington Ct., our planned launch point for the run to Block Island. Our trip gave Mike and me a real opportunity to use our new Raymarine ST2000+ tillerpilot, a.k.a. ARamona.® Ramona, named after her manufacturer Raymarine, is of the latest generation; not only can she steer a compass course, but she also communicates with our GPS/chartplotter. We can draw a course line on our GPS or pick a point to Ago-to® and voila! Ramona would steer us there, constantly adjusting for currents and wave action. With proper instrumentation, she can also steer to a predetermined wind angle. On a trip such as this, with many long hours at the helm, Ramona eliminated much of the strain and tedium of hand steering, while keeping us on a true course. It was a wonderful advantage.

We reached Stonington and took moorings for two days prior to our jaunt to Block Island. However, Mother Nature intervened, with torrential rains and 8-foot seas, and we all agreed going through the Race to Block Island would be an unneeded risk and no fun. We stayed an extra day in Stonington, listening to the rain fall and noting the leaks in our respective

boats. Our choice was a wise one; we listened to the radio from time to time and heard of several rescues by the Coast Guard of boats unable to handle the heavy seas.

Our trip to Block Island stymied by the weather, and at least in our case time constraints, our 5-boat flotilla headed west on Wednesday to the Connecticut River and up to Essex, a picturesque town, whose lifestyle and ethos seemed to be represented by the many boatyards and the offices of US Trust Co. and Talbot's adjacent to each other in town. That night we had a luxurious dinner at the Griswold Inn, and the next day *Wayzgoose* and *Robyn* decided to stay behind and spend more time in Essex and Hamburg Cove, while *Dana*, *Delicious*, and *Sea Dragon* headed for Mattituck.

Our journey across the Sound included winds on the nose and seas against us, which made for a bumpy ride. Ramona handled it all with aplomb. We reached Mattituck inlet at near low tide, but thanks to the recent dredging had no difficulty entering, with depths of 7 feet or more all the way to the anchorage. *Delicious* (which draws more water than *Sea Dragon*), graciously allowed us to follow her in. Our three boats spent a beautiful night at anchorage. The next day, *Delicious* remained in Mattituck, while *Dana* and *Sea Dragon* motored west, stopping again in Port Jefferson on Friday and in Oyster Bay on Saturday.

On Sunday, our 2 boat flotilla left Oyster Bay for the final journey home, again timing the tidal currents so as to be swept up to the west end of Long Island Sound and then with the turning tide, down the East River and under the Verrazano Bridge. As we traveled down the East River, I noted the dented buoys along the way; I wondered who or what had hit them. Given the many commercial and pleasure craft on the water, it was easy to understand how they had gotten dinged.

We sped home to Brooklyn, just in time to beat the heavy rains, and now have had some time to contemplate our journey. From this trip, I learned, among other things the following. Cruising is somewhat like camping; in our case it was like camping in a VW minibus. My husband and I can co-exist on a small boat for several days provided there is adequate offshore time. I understand this type of togetherness can be a problem for some couples. Certain comforts from home can make the trip more enjoyable: adequate on board storage, hot water for showers and washing dishes, a boom/box radio for CDs and to listen to the outside—not all of which we had! Reading material is bountiful; as every marina has books left by cruising sailors.

Will we cruise again on Long Island Sound? Perhaps. The sights and anchorages were beautiful and the company wonderful, but the sailing itself left a lot to be desired. Cruising on the Sound is lots of motoring or motor-sailing, and if you're lucky, some sailing thrown in. Our winds are really much better near Brooklyn. Our thanks go to the other boats in the Miramar flotilla who helped make our first extended cruise (despite the weather and limited sailing) a success.

*Wayzgoose* and *Robyn* arrived back in Sheepshead Bay July 21. Unable to reach Block Island because of weather, they drove to New London, CT, and took a high-speed ferry (1 hour at 45 knots) to Block, where they met NYSPS members George Harris, Joel Rosenfeld, Robin Verges and Caron Barnett. (See photo.) No doubt there will be another article by one of them in the next *Crow's Nest*. •



Robin Verges, George Harris, Robyn Berson, Joel Rosenfeld, Ernie Wasserman and Caron Barnett on Block Island. *Photo by Joel Rosenfeld.*



Aldo Still Delivers Breakfast Goodies to the Boats in Great Salt Pond. *Photo by Joel Rosenfeld*

### NEW JERSEY BOATERS ARE YOU IN COMPLIANCE?

The new regulations of the State of New Jersey requires all boaters whose boats are registered in NJS, or who do their principal boating in NJS, to have in their possession a NJ Boating Safety Certificate. The issuing authority is the Division of New Jersey State Police. Permanent residency in the State of New Jersey is not a requirement, but vessel operation is a requirement. The regulations do not apply to those who occasionally boat in New Jersey waters, including New Jersey residents who do their principal boating in another State, or have their boat registered in another State.

To obtain your Boating Safety Certificate, you may visit any Motor Vehicle Bureau in the State and ask for an application. Follow their instructions and submit your application. Alternately, I will secure it for you. If you want me to get it for you, here is what you need to do. Initially, mail or hand me two (2) SASE (Self Addressed Stamped Envelopes). *DEADLINE: 20 SEP 04, IN MY HANDS.* I will mail you a 3-part Application Form. Complete it legibly (answer every question, no blanks permitted) and return it to me with the following:

1. The completed 3-part Application. I will return a copy for your records.
2. A copy of your Driver's License.
3. A copy of your USPS Membership Certificate, or a copy of your USPS Boating Certificate, or a copy of your wallet card showing the date you completed the USPS Boating course (*not your wallet USPS Membership Card*).

Include your e-mail address and telephone number (in case I need to contact you).

My address is:

Cdr. Rusi B. Patell, SN  
8200 Boulevard East  
North Bergen, NJ 07047

*Continued on next page...*

This will be the first time for all of us. But I don't think it will be a steep learning curve. I just received my Boating Safety Certificate. No hassles, so long as you follow instructions to the letter.

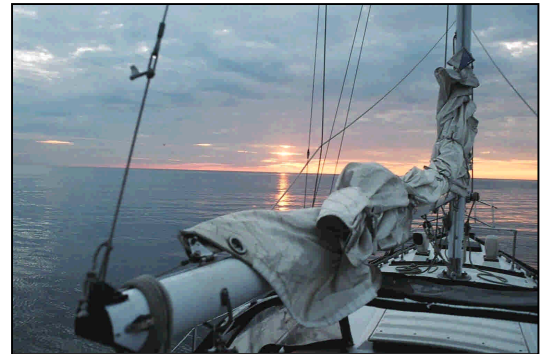
The above procedure is for those among us who have already taken the Boating course. Future Boating course students, just completing the course, will have it easier. Driver's License and Membership certificate will not be required. For them, only the Application Form and Boating course certificate or card will be required. Our Boating Course Chairman and our SEO will take over starting with the next Boating course.

Next, all the Applications, as a group, will be submitted to the Marine State Police in West Trenton, NJ. They will process your application and send me your laminated wallet Boating Safety Certificates, which I will then forward to you. The whole process may take up to a month or two.

Rusi

The Clipboard

*SOPHIA* IN BLOCK ISLAND  
(George Harris's Hunter 37)



SUNRISE FROM *SOPHIA*  
In Block Island Sound

### NYSPS MIDSUMMER RENDEZVOUS

*14 August, Sheepshead Bay:* On the eve of Tropical Storm CHARLEY, 17 stalwart squadronites met at Miramar Yacht Club for a mid summer get-together. Thomas Purrington and Christine Behrens cancelled plans to arrive by boat, due to the storm watch. But despite the weather, or perhaps because of the shared anxiety, we had a good time. Mike Friedman and Ruth Witztum supervised the food buying; Gregg Manjorin was the chief squadron chef, with help from Darwin Richmond. The corn, marinated in garden hose water and grilled in husks was a hit. The ground sirloin burgers and Nathan's hot dogs weren't bad, either. (All were washed down with soda, beer, coffee and desert) Everyone went home grinning – Attendees were: Darwin Richmond, Beverly William and her aunt Denise Williams, Christine Behrens and sailing friends, Gregg Manjorin, Rusi and Maharukh Patell, Joel Rosenfeld, Michael Friedman and Ruth Witztum, Fred and Priscilla Winkler, Ernie Wasserman and Madeline Paul. September is just at the next channel marker, so put your brain in gear and get ready to start your educational engines! **N** is within reach.



**P/C David Zeller Reaches Last Horizon***by Katharine Law, SN*

P/C David Zeller, AP, died of heart failure on June 28th after a brief illness. He had served the New York Squadron in a variety of posts, including several years as Chair of the Boating Course and six years as a Bridge Officer, culminating in two years as Commander from 1999-2001. He was also a member of the Executive Committee for a number of years. Highlights of his commandership included the 1999 celebration of the 85th year since the founding of the United States Power Squadrons and the 85th Change of Watch of the New York Power Squadron in 2000 at a gala black-tie dinner-dance at the World Financial Center.

Past Commander Zeller was a man of many facets, including a love for computer science in which he earned his living, an intense interest in the people and institutions, which engaged his time, and a fierce loyalty to his friends and family. He had a lifelong devotion to the friends he made at the summer camp he attended as a boy in the Berkshire Mountains of Massachusetts. For the past decade, he went back annually for camp reunions which he combined with trips to the Tanglewood Music Festival. It was at summer camp that he acquired his love of boating, having started out with rowing and canoeing. He also maintained strong ties with Hobart College in Geneva, New York, where he was graduated with a Bachelor's Degree.

Possessed of a fine tuned sense of humor, David's enthusiasm was boundless and it was impossible to be around him without being lifted by his joy in everyday living. He loved the simple pleasures in life, including playing his banjo and dining out with friends. And he liked nothing better than being with his friends, all of whom were, at one time or another, the recipients of his attention. David frequently called to encourage those whom he knew to be facing difficult times, and he considered it a duty to visit the sick and infirm, at home or in the hospital.

His phone calls were renowned for their frequency and brevity for, although he loved to chat in person with his buddies, he also liked just to "touch base" with them on the phone. Many squadron members have been the recipients of these messages, as David would call to congratulate people, to encourage them or just to say hello. An early riser, David was not always aware of that others might not be the same, and many a squadron member has heard his cheery voice shortly after sun-up. (In fact, in my case, I heard it well before sunrise, since David did not always take the three-hour time-zone lag into consideration after I moved to the West Coast.) No matter; hearing his rich baritone voice was a great way to wake up in the morning!

Born on Long Island, P/C Zeller was a lifelong resident of New York City and loved the vigor and excitement of city living. Whether he was visiting the swimming pool or the gym or participating in one of his many other activities, he found being around people to be the most stimulating aspect of his adopted home. In addition to the New York Sail and Power Squadron, he was a member of the Masonic order, Kiwanis International and his local synagogue. He served as a member of the USPS National Historian's Committee and had earned 12 merit marks.

David Zeller served the NYSPS well. He was an intelligent, warm and gentle man, who made a difference in the lives of others. He will be missed.

***D/Lt/C Katharine S. Law (D28) now lives in San Diego, CA. She served as his Administrative Officer during the years in which David Zeller was NYPS Commander.*** 13

**---NEW YORK SAIL AND POWER SQUADRON---**  
**----Fall 2004 CALENDAR----**

**Date-Day- Class# --EVENT-----**

**AUG**14-Sat--Squadron Barbecue Picnic/Rendezvous - Miramar Yacht Club, Sheepshead Bay

**SEP**-1-Wed--D/4 Council Meeting, San Carlo Restaurant, Lyndhurst, NJ--  
 8-12-W-Su-National Fall Governing Board, Jacksonville, FL---  
 12-Sun--Third Avenue Street Fair - NYSPS bet. 82nd & 83rd Streets, -(11:00-5:30)  
 13-Mon-1-AG & EC Member Courses, Registration & Start Classes--  
 20-Mon-2-AG-EC Classes----& *Executive Committee Meeting*  
 27-Mon-3-AG-EC Classes + Basic Boating Registration---

**OCT**-4-Mon-4-AG-EC Classes + Late Registration Basic Boating & Class--  
 6-Wed--D/4 Council Meeting, San Carlo Restaurant, Lyndhurst, NJ--  
 11-Mon--No Classes/School Closed - Columbus Day---  
 18-Mon-5-AG-EC-BB Classes----& *Executive Committee Meeting*  
 25-Mon-6-AG-EC-BB Classes-----

**NOV**-1-Mon-7-AG-EC-BB Classes-----  
 5-Fri--D/C's Cocktail Party & Dinner, Parsippany Hilton, Parsippany, NJ-  
 6-Sat--D/4 Fall Conference, Parsippany Hilton, Parsippany, NJ--  
 8-Mon-8-AG-EC-BB Classes----& *Executive Committee Meeting*  
 15-Mon-9-AG-EC-BB Classes-----  
 22-Mon-10-AG-EC-BB Classes-----  
 29-Mon-11-AG-EC-BB Classes-& **FALL GENERAL MEMBERSHIP MEETING** (@1930)

**DEC**-1-Wed--D/4 Council Meeting, San Carlo Restaurant, Lyndhurst, NJ--  
 6-Mon-12-AG-EC Classes + BB Final Test & Membership---  
 13-Mon-13-AG-EC Classes + BB Make-up & Add'l Membership-& *Executive Committee Meeting*  
 19-Sun--NYSPS ANNUAL HOLIDAY PARTY (TBA)---  
 20-Mon-14-AG-EC Classes-----  
 27-Mon--No Classes/School Closed - Christmas Vacation (Dec 24 thru Jan 2)-

**2005**

**JAN**-1-9-Sa-Su-New York Boat Show, Jacob Javits Convention Center, NYC--  
 3-Mon--NY Boat Show "Free Admission" for all USPS members. Must show Membership Card.  
 5-9-W-Su-USPS Annual Meeting, Rosen Center, Orlando, FL---  
 17-Mon--No Classes/School Closed - Martin Luther King, Jr. Day--  
 24-Mon--AG-EC Classes (continuing)-----  
 31-Mon--AG & EC Member Courses, Registration & Start Classes--

**FEB**-7-Mon--AG-EC Classes + Basic Boating Registration---  
 14-Mon--AG-EC Classes + Late Registration Basic Boating & Class--  
 Classes begin at 1830 (6:30 PM) at Isidor & Ida Straus School, 1700 3rd Ave (95-95 Streets), NY 10128  
 Executive Committee Meetings - Start at 2015 (8:15 PM) in the Library (Room 108)--  
 NYSPS-[www.usps.org/localusps/newyork](http://www.usps.org/localusps/newyork)-Contact:-Cdr. Rusi Patell, SN--  
 District 4-[www.usps-d4.org](http://www.usps-d4.org)---patell@verizon.net (or) 201-861-0690-  
 National-[www.usps.org](http://www.usps.org)-----6-Jul-04

Calendar Fall 2004.xls-----Rev #1

## PERU

By Cdr. Rusi B. Patell, SN

Peru has to be one of the more unique countries that Maharukh and I have traveled to in our wanderings. When we were researching our trip, we decided on three *must* objectives. Nazca, Machu Picchu and Lake Titicaca.

### LIMA

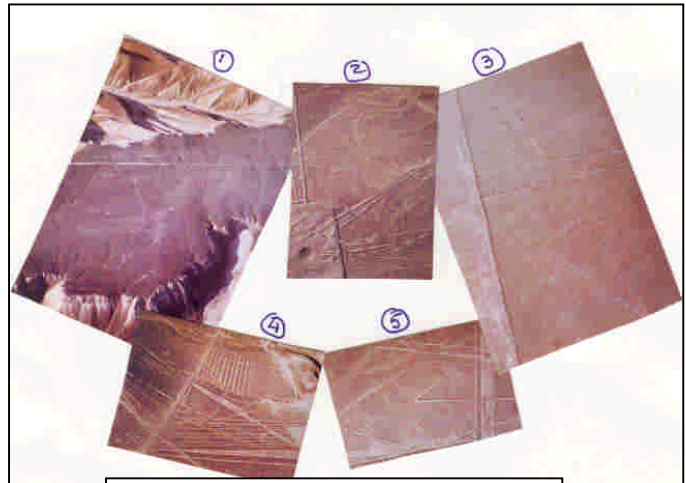
On June 6<sup>th</sup> we landed in Lima, the capital of Peru and were escorted to the Marriott Hotel in the Miraflores part of town. An elegant area atop the cliffs overlooking a vast expanse of the Pacific Ocean. It was fascinating to watch the waves come into shore in a symmetrical pattern, one unbroken line behind the other at precise intervals. But we had an intensive 12-days ahead of us to cover the "Grandeur of Peru".

The next day we spent time at the Larco Herrera Museum, a very interesting private collection. Aside from the gold and silver from ancient Peru, the fascination was for the pottery collection. Thousands of pieces. Most of them were funerary pieces, purchased from grave robbers. And most of them dated back to pre-Columbian and Inca periods. Every description of life was depicted in the pottery, which were grouped by period and by function. Maharukh was particularly enthralled by the section on diseases. For example, there was one piece which depicted Bell's Palsy. The details were so correct that it could well be a depiction of the disease in medical school. We're talking about something that was created a couple of thousand years ago.

A separate room was entirely devoted to erotic pottery. If you think that kinky sex is a creation of the 20<sup>th</sup> century mind, think again. Every imaginable perversion and deviation, and then some, was graphically depicted in these clay pieces with great precision.

### NAZCA

The **Nazca lines** (geoglyphs) are drawings in the desert flatlands at the foot of the Andes Mountains. They are of enormous proportions, estimated to have been created between 700 BC and 700 AD, and are mysterious in their origin. One theory states these are landing strips for extraterrestrial airships, built by astronauts who arrived from far away worlds in special airships, and then returned their planet. What is absolutely amazing is that time has blown away these lines in the sand. They are so huge that they have to be seen from the air. They cannot be seen from the ground. We went up in a single engine Cessna to a birds-eye view of these lines and were absolutely awestruck. Figures of spider, condor, fish, bird, monkey, parrot, astronaut, trapezoid and other geometric figures. Interestingly, each figure is drawn with one continuous line. There is no repetition of lines in any of the drawings. Another awesome sight is straight lines, that run for miles, absolutely straight as if drawn with a ruler. Mind-boggling!



**Nazca Lines: 1 Humming Bird:218 ft. wingspan, 2. Condor: 450 ft.,3. 924 ft' Flamingo, 4. Sundial or calendar of Moon Cycles, 5. Spider:252 ft.**

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## PARACAS

Peru's largest coastal wildlife sanctuary is located here at the Ballestas Islands. We took a runabout to go through these waters to see the myriads of pelicans, boobies, cormorants, terns, gulls, sea lions, seals, penguins and more. There was no place to land at these islands. The cacophony of these birds and mammals would have been worth taping. And of course there was Guano Island, where a local contractor had the concession to harvest the guano of these birds. told it is a very profitable business, rich in phosphorous and in great demand as fertilizer. Along the way we saw the mysterious "Candelabra" on the side of a hill.



**Candelabra, possibly a sailors' or pirates' orientation point.**

## CUZCO

An empire almost as vast as the Roman Empire, the Inca nation spread from Ecuador part of Columbia to northern Chile and Argentina, including all of Peru and Bolivia. They were builders and engineers. Some of their feats leave you breathless, considering the timeframe when they were created.

We were now entering the highlands. Altitude is the defining feature. We were forewarned about altitude sickness, but we were fortunate. We took the necessary precautions. Plenty of rest the first day. Don't drink alcoholic beverages. One drink gives you the kick of three. And eat lightly. Of course Maharukh had stashed away medication, in case I needed it. But both of us were fine. That is not to say we weren't out of breath when we did any climbing, or just plain walked.

The hotels in these highlands of Cuzco, Machu Picchu and Lake Titicaca provide oxygen for those need it. And complimentary coca tea is omnipresent and available freely in all the hotel lobbies. It is the local remedy for altitude sickness. But we had to make sure that any coca teabags we had in our carry-on were disposed off before arriving in Miami, lest the airport dogs come and sit down by our luggage.

Cuzco is today the oldest inhabited city of the Americas. It was the administrative, military and holy center of the Inca Empire. And there are a lot of interesting venues to enchant you. A stroll through the local market offers a lively blend of colors, traditions and people. Walking the narrow streets and marveling at the numerous canals unchanged since Inca times. The Ollantaytambo fortress made of enormous stones make you wonder about the logistical challenges and architectural mystery of these huge stones. The Incas did not have the wheel, and yet some of these stones weigh over 50 tons.

Cuzco is a precursor to Machu Picchu. Get acclimated here to the altitude. The next two days we spent at Machu Picchu, and then returned to Cuzco for some more explorations.

An interesting aspect of official life is the dual flags that fly from official buildings. The Peruvian flag, of course, but alongside it flies the Inca flag with its rainbow colors. A flag with seven colors of the rainbow, violet, indigo, blue, green, yellow, orange and red.



Many in the population are of mixed origin. Inca and Spanish. And I got the distinct feeling that the Inca pride was a bit stronger than the Spanish one. They wear a cross and go to church, but their heart belongs to the Incas.

**MACHU PICCHU**

Machu Picchu is what most people come to Peru to see. This is the Lost City of Incas. A sacred place. The population suddenly and totally vanished from here leaving no trace. But their engineering feats remain for us to savor. For us, even more than the obvious engineering feats, it is the majestic and spiritual ambience of the place, high up and surrounded by the Andes Mountains.



**Peruvian Mother and Daughter with their Alpaca and Puppy.**



**Machu Picchu: Excavations. Wayna Picchu in the Background**

Machu Picchu lay buried for several centuries. After the Spanish invasion of Peru, and throughout their reign, the Spaniards did not know about Machu Picchu. The slaves that they brought with them from Africa to work the area, used to get sick from the altitude and die. So did the Spaniards. And hence, they never reached the top of the mountains to discover Machu Picchu. It was not until 1911, that a Yale professor, Hiram Bingham, discovered the site. And after that, the rest was history, as they say. Today Bingham's name is held

in high regard in Peru.

I will say it was totally exhausting climbing the hundreds of stone steps, up and down, uneven, broken, high and low, some pretty narrow others wide. I was breathless. I had borrowed a hiking staff from the hotel that really came to my aid. Don't know if I could have gone through without it. I am convinced there were thousands of steps rather than hundreds. Who's counting!

But when it came to climbing Wayna Picchu, the mountain that one usually sees in the background, enough was enough. Machu Picchu means old mountain, Wayna Picchu means new mountain. Old Mountain was good enough for me.

But the view from the top was spectacular, the air was crystal clear and the sky was a deep blue. The Urubamba River, which runs clear across a vast area, looked like a thin ribbon from up high.

The next day we decided to go back up early in the morning to see the 5:30 AM sunrise. We did a lot of miscalculations. For one thing the site did not open till after sunrise. For another, the sun comes up over the mountain a long time after it rises. But as soon as it hits the mountaintop, the valley is flooded with sudden sunlight. A sight to see. And it's over in a flash. Nonetheless, the conditions were different from the first day, and I'm glad of it. In the morning it rained, and the



**Maharukh and Rusi play Hide and Seek in the clouds**

entire vista looked different. Then the clouds rolled over and covered up the area, and then it played hide and seek with the clouds. Many a time we were above the cloud level, or totally in the cloud. Eerie!

One word sums up Machu Picchu. Ethereal!

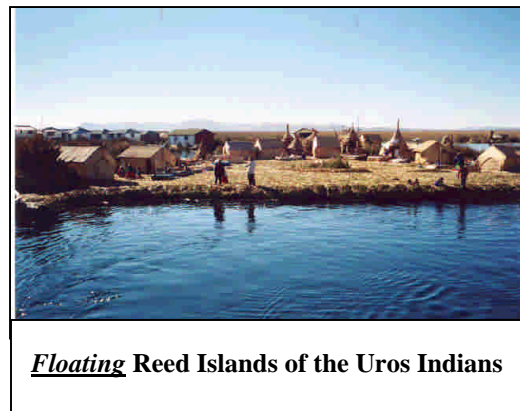
Both, at Machu Picchu and at Lake Titicaca we were forewarned to apply gobs of sunscreen, wear a hat, and adequate clothing to protect from the ultraviolet rays at that altitude. Despite an SPF of 48, my wide brimmed Tilley and long sleeves, by the time we left Peru my face was sunburnt and peeling.

## LAKE TITICACA

Titicaca Q'ota, or the gray mountain puma, is the Quechuan name for Lake Titicaca. Quechua is the language of the Incas, still spoken in parts of Lake Titicaca by the Uros.

The lake itself is quite large. Approximately, 122 miles long and 35 miles wide on average. Two-thirds of it lies in Peru, the remainder in Bolivia. (see map below)

We explored just a small part of it, departing from Puno, going through the bay, and out into the lake to Taquile Island. Along the way, we visited some of the floating reed islands inhabited by the Uros Indians. A most unusual phenomena. It takes about 30 days to build an island, which is layered with a bed of reed roots at the bottom and piled on with reeds on top. Every 6-weeks fresh reeds need to be layered as the layers below get waterlogged. At low tide, the roots hit bottom and just might snag on to the bottom thereby prevent the island from drifting away. Some islands are tied together with ropes so they can stay together.



Walking on the islands is not unlike walking on a water-bed. The ground under your feet undulates. The Uros basically make artistic handicrafts to sell to the tourists for a few Solas. And their living is quite primitive in reed huts. But they do have electricity from solar panels. We even saw a cute little public telephone booth made of reeds, which offered international calls.



The Uros are very friendly people, who love to come up to you, shake your hand, and introduce themselves. Of course our guide acted as interpreter. They demonstrated some daily routines of life. They fish on reed boats. And they eat raw stems of the reed after peeling the skin, which they claim are delicious and good for your teeth. We politely declined to participate in this feast on reeds.

(Reed Boats of the Uros Indians)

Back to our boat and on toward Taquile Island. Our boat dropped us off at the far side of the island, which supposedly was the easier side to climb. The climb up to the top of the island left me gasping for breath. That was another 500 ft. straight up. After lunch of Inca soup and bread at a small restaurant at the peak, and more greetings with the local folks in their colorful dress, we came down the opposite side of the island, which offered a stunning view of the lake and its surroundings. By then our boat has worked its way to this side of the island and was

awaiting our return. The return trip took a bit over three hours to get back to Puno.



**Taquile Island**

The following day, I insisted we visit two vessels, that I had heard about, and had an unusual history. It wasn't on our itinerary. Well, that turned out to be the M.S. YAVARI. I've covered that in much detail in the Commander's Message on Page 1, so I won't repeat it here.

And now we were homeward bound on a flight from Puno to Lima, and thence to JFK by way of Miami. Our trip to Peru turned out much more exciting than Maharukh and I had imagined. So I can't rave enough about it. I've only mentioned some of the high points of our visit. There is so much more. I hope you too get a chance to visit this ancient civilization.



**Map of Lake Titicaca**



**A Llama Drops in for Lunch**