



From the Publisher

With this last combined issue of the 2006 publishing year, Boating World marks its 23rd anniversary, and we do so with satisfaction and sincere gratitude to both our loyal readers and to our valued advertisers. We also welcome our many new readers along the shores of Long Island, and neighboring Westchester, Connecticut and Rhode Island, and within the lower Hudson River Valley, New Jersey and Staten Island coastlines.

During this past year, Boating World has enriched its crew by inviting aboard several new and talented writers, among them Kelley Anne McGee, Douglas Malat, Paul Esterle, Joseph Flahive, Gordon Butler and Alan Boucher. Though words surely keep us afloat, attractive graphics are the constant wind in our sails, and for these we continue to thank our gifted designers, Susan Ritchie and Kathy Noall.

We appreciate our readers' contributions too, and thank all those who have called and written to us describing their own experiences on the water or, as one reader

wrote to ask (see "From Our Readers" below), questions about aids to navigation. We're always happy to share your boating stories, questions or comments with our audiences. Please keep them coming, folks!

This issue includes another in the five part series, "Pirates & Privateers" by Bob Bachand. Part III, entitled "New York Privateers 1698-1748" comes closer to home with a fascinating account of the part played by New York privateers in the several French-English wars prior to the American Revolution. It turns out, privateering based in New York harbor was big business.

Author Hank Foglino, a regular contributor to these pages, recounts the maritime tragedy that devastated much of Halifax Harbor during World War I, and why, each year, the city of Halifax donates a Christmas tree to the city of Boston. Also in this issue, admiralty law expert Jim Mercante concludes his earlier discussion of the legal actions and court decision arising out of a 2001 boating accident in Jones Inlet that claimed the lives of two experienced boaters.

One final note - we're growing more concerned about the loss of marinas and boatyards to non-marine facilities, thereby leaving a shortage of locations where boats can be moored, serviced and/or stored. And now, some developers are suggesting local authorities exercise powers of eminent domain, which could involve taking over waterfront properties such as marinas owned by people who prefer to stay in the business and not sell. This is worrisome and, if not addressed, could leave many boaters with only their backyards as havens for their boats, or worse, none at all. The trend could result as well in many marine-related businesses and livelihoods suffering major drainage. More investigation of this movement is needed and alternatives explored. We'll keep you posted.

As we prepare to salute a new year, all of us at Boating World wish you and yours a happy and healthy holiday season.

Bill



From Our Readers

Dear Boating World:

I have enclosed my check for \$14 covering a one-year subscription to your monthly publication, which I really enjoy reading as a boater and a fisherman. I'd like to read more about the old pirates and would like to ask you some things about local buoys. Why are some lighted? Why do some have sound? Also, how do I tow another boat back to port safely? Thanks in advance for your response. I look forward to continuing to get Boating World in the mail!

Kevin Scheid, West Islip, NY

Dear Mr. Scheid:

We referred your questions to Capt. Stan Glatzer, who answers them below.

As to the explicit answers to your first three questions, they are easy to explain. There are lights on some buoys for nighttime navigation. These buoys are spaced close enough so that when you are in a channel you can see the next one before you lose sight of the one you just passed, that is why you take compass or relative bearings looking back at the first buoy. Some buoys are close enough so that the second is seen when you reach the first. Those buoys that are not lit are left dark because if they were lit they would offer too much distraction in finding the distant buoy, as nighttime distance judging is difficult and you could mistake the nearer buoy for the further one or visa-versa. The faster a buoy flashes the closer it is to a danger.

Sound buoys are used for fog and other restricted visibility situations. Some sound buoys are powered when the air under a bellows is forced out of the horn as the buoy settles down on a wave.

The buoys at Captree change as you enter the State Boat Channel, because RED RIGHT RETURNING is the rule when returning from the sea to the shore, Entering the Fire Island Inlet you are coming from the ocean to the shore, so "RRT" is used. As you turn at Captree the buoys seem to be wrong as the green is on your right when you head west. The State Boat channel was made when the entry to it from the ocean was Rockaway Inlet. It allowed small oil tankers and supply ships to deliver to Patchogue. Thus "RRT" is used. You may be returning home to Babylon from Fire Island Inlet, but once you round Captree you are headed out to sea in the State Boat Channel.

For your last question on towing, since a proper answer is lengthy, I will consider writing an article for the January 2007 issue of Boating World. Meanwhile I would recommend that you consider attending a boating safety class taught by the Coast Guard Auxiliary and read Chapman's Small Boat Handling, the recreational boater's bible. Being a member of the Auxiliary and becoming Crew qualified will allow you to learn how, and actually participate in rescuing stranded boaters and towing them back to port.

Dear Mr. Nammack

You may remember me from my previous historic maritime documentary film [that] your magazine reviewed, Storm Warriors. I have since completed a film on the history of Montauk Point Lighthouse that will air on PBS this winter. With the idea that your readers will be interested in this, I have written an article on the making of the film. Feel free to print it as is, or to use portions of it. Also, I would be glad to provide you with some spectacular

photos of the lighthouse for your publication.

I've enclosed a copy of the film for you to keep. I hope you enjoy it, and feel free to contact me with any questions.

Best regards, Tom Garber, Third Wave Films, Hampton Bays, NY

Dear Mr. Garber:

Thank you so much for the DVD copy of your new film, "First Light: Montauk Point Lighthouse". I enjoyed the preview immensely, and applaud your two-year dedication to completing the story. As one who has fished off the Light for more than 45 years with the late Al Urban and other great anglers, I almost fully relived the winds and waves that make those waters memorable. Congratulations, Mr. Garber!

Very truly,
George S. Nammack, Editor

From the Editor

We encourage our readers to write us with questions, boating news, suggestions, and critiques. Please send any of this material and/or your personal boating stories with reproduction-quality photos that will be returned to you promptly. Letters become the property of Long Island Boating World, which reserves the right to edit them as necessary. Please mail to George S. Nammack, Editor, Long Island Boating World, 93 Montauk Highway, Copiague, NY 11726. Writers' guidelines are available upon request. Long Island Boating World is not responsible for unsolicited articles and photographs.